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HONGKONG, SATURDAY, MAY 1st, 1926.

號壹月伍年五十國民華中

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TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	Dep.	6.45	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yamat...	Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin...	Dep.	7.05	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Taipei...	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Taipei Market...	Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanning...	Dep.	7.32	10.03	11.18	12.48	2.03	5.24	6.19	7.59
Shungshui...	Dep.	7.38	10.07	11.22	12.52	2.07	5.28	6.23	8.02
Shumoh...	Dep.	7.43	10.13	11.28	12.58	2.13	5.34	6.29	8.08

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shumoh...	Dep.	7.51	10.25	11.40	1.00	3.00	4.17	5.13	6.08
Shungshui...	Dep.	7.58	10.32	11.47	1.07	3.07	4.24	5.20	6.15
Fanning...	Dep.	8.03	10.36	11.51	1.12	3.12	4.29	5.24	6.19
Taipei Market...	Dep.	8.08	10.41	11.56	1.17	3.17	4.34	5.29	6.24
Taipei...	Dep.	8.13	10.46	12.01	1.22	3.22	4.39	5.34	6.29
Shatin...	Dep.	8.18	10.51	12.06	1.27	3.27	4.44	5.39	6.34
Yamat...	Dep.	8.23	10.56	12.11	1.32	3.32	4.49	5.44	6.39
Kowloon...	Dep.	8.28	11.01	12.16	1.37	3.37	4.54	5.49	6.44

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	Dep.	6.40	9.35	10.30	12.00	1.25	4.25	5.20	7.10
Yamat...	Dep.	6.50	9.45	10.40	12.10	1.35	4.35	5.30	7.20
Shatin...	Dep.	7.05	9.55	10.50	12.20	1.45	4.45	5.40	7.30
Taipei...	Dep.	7.16	10.05	11.00	12.30	1.55	4.55	5.50	7.40
Taipei Market...	Dep.	7.21	10.10	11.05	12.35	2.00	5.00	5.55	7.45
Fanning...	Dep.	7.32	10.20	11.15	12.45	2.10	5.10	6.05	7.55
Shungshui...	Dep.	7.38	10.25	11.20	12.50	2.15	5.15	6.10	8.00
Shumoh...	Dep.	7.43	10.30	11.25	12.55	2.20	5.20	6.15	8.05

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shumoh...	Dep.	8.13	10.58	11.40	1.00	3.00	4.17	5.20	6.09
Shungshui...	Dep.	8.19	10.54	11.47	1.07	3.07	4.24	5.27	6.16
Fanning...	Dep.	8.23	10.49	11.51	1.11	3.11	4.28	5.31	6.20
Taipei Market...	Dep.	8.28	10.54	11.56	1.16	3.16	4.33	5.36	6.25
Taipei...	Dep.	8.37	11.04	12.07	1.25	3.25	4.42	5.45	6.34
Shatin...	Dep.	8.51	11.17	12.21	1.38	3.38	4.55	5.58	6.47
Yamat...	Dep.	9.03	11.29	12.33	1.50	3.50	5.07	6.10	6.59
Kowloon...	Dep.	9.11	11.37	12.41	1.58	3.58	5.15	6.18	7.07

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COMPANY MEETING.

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CONDITIONS OF TRADE IN EASTERN MARKETS.

FLUCTUATION OF PRICES IN INDIA AND CHINA.

The seventy-second ordinary general meeting of the shareholders of the Chartered Bank of India, Australia, and China was held on March 31st at the bank's premises, 38, Bishopsgate, E.C., Sir Montagu Cornish Turner, the chairman, presiding. The chairman, in moving the adoption of the report and accounts, in the course of his remarks, said:

Taking it all round, the year 1925 was not altogether a happy one for merchants engaged in general business with Eastern ports. Exception must, of course, be made in the case of those interested in tea, rubber, and tin, commodities which have commanded high prices and active markets, but times have been difficult. And what applies to merchant traders generally must apply with equal force to exchange banks, whose welfare is so absolutely bound up with the prosperity or otherwise of their constituents.

Fluctuations in the price of raw materials, affecting as a consequence the price of manufactured goods—I refer especially to raw cotton, wool, and jute—have made it difficult to work and extremely difficult to forecast with any accuracy the position of markets a few months ahead. Raw cotton has dropped from 13.80d. per lb. (American middlings) to a little under 10d. per lb., the pre-war level in 1914 being under 7d. per lb. Wool during 1925 dropped from 3s. 2d. per lb. to 2s. per lb. Jute soared from 24s. per ton to 26s. 13s., and now ranges about 24s. with some uncertainty as to the future price level, and with great uncertainty as to the quality of the article offered. At the moment best quality jute is scarce, while jute of inferior grade is fairly plentiful. Owing to this fluctuation in price, some markets, especially in India and China, have had to carry stocks of manufactured cotton and woollen goods, which were replaceable at an appreciably lower level, and this has led to trouble. In India, at any rate, the position has been rectified, and from the latest reports on this side we learn that satisfactory orders have been placed in Manchester for certain classes of goods for India consumption.

In India and Ceylon the tea industry was never in a sounder position. Wh. exports of oils, especially ground nuts, have been on a fairly good scale, exports of wheat have been disappointing, and we find India importing Australian wheat to meet local needs. Owing to increased banking facilities up-country, the producer can obtain advances on his stocks and hold up supplies until the price suits him. The position differs entirely from pre-war days.

The report of the Currency Commission appointed in August last to examine and report on the Indian exchange and currency system and practice, and to consider whether any modifications were desirable in the interest of India, is awaited with considerable interest. It is useless to make any forecast as to the findings of the Commission. But, whatever the result, we shall have the satisfaction of knowing that in spite of criticism the composition of the Committee and the personality of the Committee met with signal approval in Indian financial circles after the strength of the Commission had been severely tested.

In connection with Indian trade, the year 1925 will be specially marked as the year in which the Excise duty on cotton goods was suspended as the instance of the Viceroy, and subsequently entirely removed, and a long established and well-founded grievance on the part of the millowners in India has been swept away. I regret to say that the Indian mills are still suffering badly from their exceedingly keen competition with Japan, where the system of long working hours still prevails, and is a severe handicap to the Indian mills.

The Straits Settlements and F.M.S. have benefited enormously by the boom in rubber and the constant demand for tin. For 1925 the value of exports of rubber from British Malaya exceeded \$20,000,000 as compared with \$24,000,000 in the previous year. Tin exports for the same period (1925) were valued at \$20,000,000. The rubber industry seems to be now established on a firm foundation, and if prices can be maintained at a moderate level, fair and reasonable to the consumers and producers alike, the future of the rubber industry is apparently thoroughly well assured; and, perhaps, the time is not distant when all restriction as regards output may safely be abolished.

POSITION IN CHINA.

The position in China and the conditions of trade there have been most deplorable for some considerable time, but the serious trouble began with the riots in Shanghai in May last. Strikes and boycotting caused a complete collapse of business in Shanghai for a couple of months, and following on this civil war suspended for a while, burst out with increased intensity. The railways have been entirely occupied by the military.

Naturally the situation which has now developed gives cause for much anxiety, and what it means to Great Britain, the trade figures reveal at a glance—for instance—

In the year 1919 imports from Great Britain into China *Hk. Tls. 64,292,000. In the year 1919 exports to Great Britain from China *Hk. Tls. 57,156,000.

Giving a total of. Hk. Tls. 121,448,000, or say \$20,243,000.

*Hankwan, Taels in the Customs Tael.

These figures for a period steadily increased, and the highest point for exports from Great Britain was reached in 1921, when these totalled the very considerable sum of Hk. Tls. 149,935,000, and, although the exports of that year only totalled Hk. Tls. 30,913,000, the gross total of Hk. Tls. 180,848,000 represents a very considerable sum, as, taking the Hk. Tls. at 3s. 4d., the sterling equivalent is:

Imports £24,939,000
Exports £2,152,000

Since 1921 imports of British goods have decreased, and exports to Great Britain have been more or less maintained, anyway, up to 1924, the latest figures available, which are:

Imports 126,011,000
Exports 50,250,000

say \$20,376,000.

For 1925 we are afraid that the figures will make a poor showing compared with the preceding years.

Our interest in China trade, though, is not confined to Great Britain alone, as British India also figures very largely; in fact, is second, to Great Britain itself. For instance: In 1919 imports from British India totalled Hk. Tls. 28,980,000 and exports Hk. Tls. 9,600,000, giving a total of Hk. Tls. 38,580,000 or £6,000,000.

Exports to India remained more or less steady until 1923, when they increased by some Hk. Tls. 3,000,000; but imports from India steadily increased from 1919 until in 1923 they reached the large figure of Hk. Tls. 55,241,000.

IMPORTS FROM BRITISH INDIA.

The year 1924, however, shows a falling off, as imports from British India are down to Hk. Tls. 23,937,000, but at the same time exports to British India were well maintained. Raw cotton, I may mention, occupies the principal place in China's imports from India.

If we look for the reason for the decline in imports from Great Britain into China during the last year for which figures are available—that is, up to the end of 1924—there is more than one cause; but I regret to say that Japanese competition has cut very seriously into our trade, and it affords one food for thought to consider the merits or demerits of such matters as international eight-hour-day agreements when a vigorous competitor like Japan is not in the field.

As regards South China, especially Hongkong, the serious boycott maintained against that important British Colony, which boycott has its headquarters in Canton, is a very disturbing factor, and has seriously menaced our trade, which has practically been at a standstill in South China for many months now. As an instance of this I may mention that for the period July to December of last year the number of British steamers that were able to use the treaty port of Swatow owing to the boycott was only 38, whereas in the previous year, 1924, over a corresponding period, some 680 British vessels entered that port.

The shipping position at Canton is equally bad, as during July to December of last year no British steamers at all were entered, whereas for the same period in 1924, excluding river steamers, 209 were entered, representing a gross tonnage of approximately 500,000 tons. The conditions which have ruled in Hongkong for the major part of the year must have militated considerably against the successful working of firms and companies.

It is not surprising that the sufferers by this unmerited adversity are inclined to think that the apparently supine conduct of the British authorities has encouraged the Cantonese strikers to persist in their outrageous conduct. At the same time it must be remembered that Great Britain has not a free and untrammelled hand.

BOLSHEVISM AND CHINA.

That the Bolsheviki influence is at work both in North and South China is undoubted. In the South especially money has been freely supplied by the Bolsheviki, and this apparently has been found by utilising the proceeds of Russian goods sold in China.

The trading and economic conditions of Japan, which were affected very severely by the earthquake of 1923, are rapidly returning to normal. This recovery is evidenced by the recent improvement of the yen exchange rate—from 1s. 7d. in January, 1925, to 1s. 10.11-32d. in March, 1926.

The adverse foreign trade balances have decreased considerably; the figures being \$34,480,000 yen, \$60,570,000 yen, and \$37,069,000 yen in the years 1923, 1924, and 1925 respectively. Imports of raw cotton in 1925 showed a large increase in value, being 800,000,000 yen as against 450,000,000 yen in 1924. On the other hand, exports of raw silk, chiefly to America, totalled 625,000,000 yen, as against 454,000,000 yen in 1924.

The money market has also improved in Japan, enabling borrowers to issue loans at longer terms and cheaper rates of interest. These improvements are mainly due to the Government's retrenchment policy and the thrifty and industrious efforts of the people. It is officially stated that the policy of the Japanese Government is to return to the gold standard as soon as trading and economic conditions allow, but it is interesting to emphasise that any temporary improvement of the yen exchange will not influence the Government to take any hasty step in this direction.

THE YEAR'S RESULTS.

As regards the report and statement of accounts, the directors are recommending payment of the usual dividend and bonus, which represents a return of 20 1/2 per cent. free of income-tax. The sum of \$25,000 is set apart for the officers' superannuation fund and \$125,000 for reduction of the premises account, which now stands at the figure of \$1,025,720. The reserve fund, which now stands at \$4,000,000, as compared with the capital of \$3,000,000, the directors consider is sufficiently large at the moment. A comparison of our balance-sheets of 1924 and 1925 shows that our total figures have increased by approximately \$10,000,000.

(Continued at foot of next column.)

DIFFERENT POINTS OF VIEW.

CANTON VERSION OF THE SEIZURE OF GOVERNMENT LAUNCH.

COMPARISON WITH A BRITISH REPORT.

It is curious how widely divergent reports of any action may be when that action is viewed from different angles. As an illustration of this, we give below a short comparison between the report of the capture of a Canton Government launch, as it appeared in the *Daily Press* of Wednesday and the report of the incident given by the *Canton Gazette* of Thursday. The *Daily Press* report was headed "Brush with the Pickets: British Patrol Boat to the Rescue: Capture of Canton Government Launch." The *Canton Gazette* headed their report "Piratical Act of British Navy Patrol Boat: Strong Protest Lodged by the Government." The *Daily Press* did not mention fire-arms. It is not believed that any firing took place. The *Canton Gazette* states that British sailors used their fire-arms and that the crowds on the Bund were so incensed that it was all the pickets could do to calm them and dissuade them from marching towards Shameen. The salient features of the two reports, however, are given in parallel columns below:

"DAILY PRESS."

(BY A SHAMEN CORRESPONDENT.)

CANTON, April 26th.
At noon to-day pickets interfered with some furniture belonging to Mr. Quinn being removed by lighter from Pak Huk Tong to Shameen, but there were unexpected developments. A British patrol boat appeared on the scene and the pickets retired in discomfiture.

The lighter containing the furniture was towed by a motor-boat belonging to the Electric Company. While it was en route a picket launch hove in sight and doubtless the occupants thought that here was an excellent opportunity of securing some very useful articles free of charge.

The White Russians in charge of the furniture did not stay to argue the matter. Deeming discretion to be the better part of valour they immediately jumped overboard. Things might have gone bad with them but, fortunately, a Customs launch was passing and picked them up so that they escaped with nothing worse than a drowning.

The pickets then took charge of the situation. Having placed some of the crew of the Electric Company's motor boat under arrest they took the lighter in tow and made off. The occurrence, however, unhappily for the pickets, had been reported to a British gunboat and one of H.B.M.'s patrol boats was sent in pursuit.

It was now the pickets turn to take fright. As soon as they saw the armed launch coming they guided their boat to the Electric Company's boat and left it there and decamped as quickly as possible dragging some of the unfortunate motor-boat men with them.

The British patrol launch took the lighter and also the pickets' launch in tow and brought them to Shameen. It was a smart and quick piece of work. The launch will be returned to the Government in due course and doubtless a strong protest will be made at the same time against the use to which it has been put. Surely it would be opportune to point out to the Government that if such launches were caught in the same way again they would be sunk without reference to the Government or anyone else. No one would have the slightest ground for complaint.

"THE PERFECT HUSBAND."
CHINESE PLAY AT ST. ANDREW'S YOUNG MEN'S CLUB.

There was a large and appreciative audience at the St. Andrew's Church Hall last night, when the St. Andrew's Young Men's Club wound up their series of popular winter social gatherings by staging a play taken from the Chinese, entitled "A Perfect Husband."

The play, as indicated from the title, proved both interesting and amusing, and certainly provided an excellent conception of Chinese humour. All the characters were admirably taken and the acting and impersonation of the different roles reflected the highest credit on those participating; while the manner in which the play was staged testified to the care and trouble that had been taken by those responsible for its production. The whole performance was carried through without a hitch and was thoroughly enjoyed from start to finish.

The story, in spite of being essentially Chinese, was faithfully kept to and the plot was developed in a commendable manner.

The play had been translated from the Chinese by Mrs. M. K. Vessoua who produced it with the assistance of Mr. M. Doodh and other friends. Mr. Doodh was responsible for providing the correct costumes.

The cast was as under:—
Mr. and Mrs. Wu, Rev. Geo. E. Arrow-smith and Mrs. M. K. Vessoua.

Wei Fah (Wu's daughter), Mr. P. Sands.

Mr. and Mrs. Yeung, Mr. R. Nicholls and Miss M. Mason.

Yeung Tau (Yeung's son)—The Perfect Husband, Frank N. W. Doodh.

Mui Heung (a slave or mut tsai), Miss M. White.

Male attendants, Messrs. Mackenzie, and F. Nicholls.

Pak Kap (a marriage broker), Mr. J. H. Bannister.

and this is due principally to the items under the heading of current and other accounts on the one hand and holdings of bills of exchange on the other, which indicate that large business is passing through this bank.

Without being unduly optimistic, I am pleased to be able to say that there are indications at certain points which lead me to hope that trade conditions will be more favourable during the coming year than in 1925.

The report and accounts were unanimously adopted.

"CANTON GAZETTE."

The *Canton Gazette* states that what amounts to an act of piracy in Canton Harbour by a patrol boat of the British Navy has caused a strong protest to be forwarded to the British Consul by the Government authorities.

Continuing, the report goes into detail regarding the incident, and states that the Strike Picket launch was engaged in patrolling a certain section of the river in search of smugglers. The picket launch saw the motor-boat, which was flying the Chinese flag, with the lighter, and they took charge of it and detained a number of the crew of the motor-boat.

All this, says the report, was seen by a British naval patrol boat which was anchored near by and it at once got up steam and gave chase to the picket launch, the British sailors using their fire-arms. To avoid a conflict the pickets did not return the fire, but steamed direct towards the wharf in front of the Electric Power Station. There they landed seven Chinese who were brought before the Strike Committee.

The British navy boat then committed the act of piracy and took the picket launch, the motor-boat and the lighter with its cargo and steamed away with the two Chinese boats in tow.

This incident aroused a great crowd on the Bund and some ugly threats were shouted at the British Navy. The strike pickets, however, calmed the anger of the people and dissuaded them from marching on the Bund towards Shameen.

One or two more similar acts of aggression by the "valiant British Navy," concludes the report, and an explosion will inevitably be the consequence. The incident has already served to accentuate the bitterness of the boycott.

The Government has served a warning on the British Consul to see that his marines shall not repeat such piratical actions.

WEIHAIWEI CONSTABLE'S DEATH.

FOUND IN KING'S PARK WITH THROAT CUT.

On the morning of April 15th a ghastly discovery was made in King's Park, Kowloon, when the dead body of a Weihaiwei constable, aged about 21 years, was found. The man had been stabbed and had died as a result of a number of severe wounds in his throat. In view of the nature of the wounds and the appearance that they could not have been self-inflicted, the police suspected that the unfortunate man had been murdered.

A further step towards elucidating the mystery surrounding his death was made yesterday afternoon at the Kowloon Magistracy, where Mr. J. H. B. Nicholls, sitting as a Coroner, opened an inquiry into the circumstances surrounding the death. The Coroner sat with a jury, comprising Messrs. J. T. Humphreys (foreman), I. F. da Rocha and Chung Ying Chiu.

Dr. T. Smalley said that the wounds in the dead constable's neck were exceedingly serious; while there were also wounds on the little finger of the right hand. There were no wounds to suggest that deceased had struggled before his death. The wound in the neck reached right down the vertebra column, severing all the vessels and structures on its way. The whole wound was composed of seven separate incisions, which ran into each other. The cause of death was an incised wound of the throat and hemorrhage.

In answer to the Coroner, witness said the wound could not have been self-inflicted. The man had been dead for about 36 hours when witness saw him.

Detective Sergeant Kennedy gave evidence of finding the body after receiving information as to its location. He said that he found it lying in a hollow of the ground near a rock.

Further evidence was given by a Chinese married woman who stated the deceased and another man had visited her from time to time, and that on one occasion she had heard them conversing together.

At this juncture the Coroner adjourned the inquiry, which it is expected will last for some time, as there are a considerable number of witnesses to give evidence.

THE KUOMINTANG AND THE BOYCOTT.

A MEETING TO DISCUSS THE QUESTION.

[FROM OUR CHINESE CORRESPONDENT.]

The Kuomintang Central Executive Committee is to hold a meeting on May 15th, when among the principal questions for consideration will be:

- (1) The policy of the Kuomintang to be changed in view of the changed position of the Kuominchun Army.
- (2) The possibility of making a compromise with the Right, or anti-Red Wing, of the party.
- (3) The settlement of the "anti-imperialist" boycott.

The Military Council of the Kuomintang, under the acting chairmanship of General Chiang Kai Shek, is in favour of an early settlement, but the Communists Party, an organization controlling a number of sub-committees in the Kuomintang and a majority of the unions, is encouraging the workers to continue to adhere to their demands.

CANTON PICKETS.

NEW POLICE COMMISSIONER'S WARNING.

[FROM OUR CHINESE CORRESPONDENT.]

General Li Chang Tet, the new Commissioner of Police, has warned the Canton Strike Committee that he will deal severely with pickets acting outside the law.

In the last few days there have been several conflicts among armed pickets over the collection of "squeeze" from passengers leaving by Hongkong steamers. In three incidents last week passengers were shot at, notwithstanding that fees had been paid to procure permits to depart.

It has now been discovered that the picket chiefs who have been issuing permits at \$13.50 each have done so without the full sanction of the Committee. More than a thousand of these permits had been issued before this was discovered.

MAY DAY AT CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

May 1st being labour day in Canton, the Kuomintang being a party which owes its revival to labour and Bolshevik support, has declared to-day a general holiday. All Government offices and public schools have been ordered to join with the workers in the observance of "Labour Day."

Newspapers in Canton and Hongkong will not be issued on May 1st, in order to allow the printers to join in the celebration.

Troops supporting General Li Tai Sun, Chief of Staff of the Kuomintang Army, said to be not friendly to these siding with General Chiang Kai Shek, have been ordered to keep within their barracks during the labour convention and demonstrations to be held during the next few days, in order to prevent trouble.

It is feared that there will be trouble in Canton again soon over both political and labour questions and between Reds and anti-Reds.

CONSTABLE'S MISCONDUCT.

SENT TO PRISON FOR THREE MONTHS.

Before Mr. R. E. Lindsett at the Central Magistracy yesterday, a Shantung constable was charged with misconducting himself as a police officer by leaving his post of duty.

Evidence showed that Senior Revenue Officer G. Watt discovered defendant drinking tea in an opium den when he carried out a raid on April 27th at No. 62, Peel Street. At the time he was in the den defendant should have been on duty at Elgin Street and Caine Road.

Captain Bloxham said that the defendant had a bad character, his record showing fourteen offences for one year. The defendant said that he could not get tea at any other place.

His Worship sentenced him to three months' hard labour.

EASY FINES.

MUZZLING ORDER DISREGARDED.

A number of dog-owners were charged at the Kowloon Magistracy yesterday, before Mr. J. H. B. Nibhill, with failing to have their dogs muzzled.

Mr. A. Botelho, of Granville Road, was fined \$10 for keeping two dogs without a licence and with having allowed one to be on the street unmuzzled.

A Chinese, charged with failing to comply with the muzzling order, was fined \$10. It was stated that the dog was very ferocious, and the animal had to be destroyed.

Other defendants were fined \$2 each.

THE WING ON CASE.

CROSS-EXAMINATION ON A NEW BANK PROJECT.

WANTED TO BECOME FINANCIAL ADVISER AT PEKING.

The Wing On case was continued before the Chief Justice (Sir Henry Gollan) at the Criminal Sessions yesterday.

Mr. F. C. Jenkin, appeared with Mr. W. G. Sheldon for the prosecution (both instructed by Mr. Bulmer Johnson, of Messrs. Hastings, Denny & Bowley). Mr. C. G. Alabaster and Mr. Elsieley Zetilyn (instructed by Mr. G. K. Hall) Brutton and Mr. Leo d'Almada were for the respective prisoners.

Au Kim Lui, the first prisoner, was further cross-examined by Mr. F. C. Jenkin.

Before proceeding with the cross-examination, Mr. Jenkin referred to the statement made in the morning's newspapers to the effect that Lam Lay, who had been one of the witnesses for the prosecution had "bolted." Counsel said that what he had stated was that there had not been time to get the witness for appearance at 2.15 p.m. but that he had seen the solicitors for the defence and other witnesses at the Naval Yard, who had been satisfied as to his *bona fides*.

His Lordship remarked that the Press must be more careful, and intimated that such mistakes should not occur.

Mr. Jenkin then continued his cross-examination.

Accused said that he did not know that the label on the cover of "Emma" was on the cover of the other deposit book "Nina" when it was issued to him. He denied that he had effected the exchange, or that anyone had done it on his behalf. He also denied that he or someone on his behalf had presented the book "Emma" at the Wing On Bank.

MONEY RAISED IN CANTON.

Replying to further questions, accused said that as well as having an account at the Industrial and Commercial Bank in May, 1923, he had a deposit of \$5,000 in his own name in the Tai Hang merchant business. The money in the former bank was also in his own name. He had a further account in the Bank of East Asia in the name of Lau Heung Tong.

Questioned concerning his plans to open a bank in 1923, accused said that Fok (a previous defendant who absconded) was a partner in the venture. He had met him by arrangement in Canton. All the money for opening the banking business had been raised in Canton. No money had been raised in Hongkong.

Mr. Jenkin: Whilst in Canton, did you and Fok meet Lam, the second defendant?—No; I did not meet Lam until last year.

Mr. Jenkin: I put it to you that you and Fok did meet Lam in Canton and that an arrangement was made that Lam should procure forged pages for the deposit book you were to get from the Wing On—I deny that.

Will you then explain why there was this sudden activity in early April to collect this \$51,000 which, on your own showing, was not used for months?—It was not "sudden." I had organised the business and I had to collect money.

Mr. Jenkin then cross-examined witness as to what arrangements he had made for starting the business when he got back from Canton with the money. Witness replied that he had paid bargain money to certain prospective *jokis* and had an office promised him in Queen's Road Central.

The account opened with the Industrial and Commercial Bank was solely for the funds of the Bank for which you collected money?—Yes.

Witness was then examined as to certain items in that account and he then admitted that \$1,000 which was paid in was his own personal money.

How is it, if you had a personal account in this bank as well as the account in this name of the Bank you say you were going to start, that you did not use the deposit book of your own personal account?

Witness replied that he thought it might be easier for this amount to go through the account of the Bank as it might be easier when it came to pay out.

Counsel: I confess I cannot understand you. Now, with regard to an amount of \$200 which on August 7th of that year you obtained from the alleged Bank account on a bearer cheque endorsed by you, what was that for?—It was for my brother to take up country for payment of family expenses.

Do you mean to tell us, as a man with considerable business and banking experience, that the first thing you did with money you say was deposited for banking purpose by your partners, was to take out an amount for family expenses?—That is so. The money was for family expenses.

CHEQUES WITHDRAWN.

Replying to further questions he said that he had also an account in a Savings Bank in 1922.

He agreed that on August 7th he drew out a cheque for \$200 on the account in the name of Kwong Cheong firm. He had given that money to his brother for the purpose of remitting it to Canton for family expenses.

Did you note it in the partnership books of the Kwong Cheong?—It was not necessary.

Did you ever pay it back?—No.

Next day you drew a bearer cheque for \$50. What was that for?—That money was for my wife's wearing apparel.

That was not helping your banking business very much was it?—It was only drawn temporarily; I thought of replacing it.

The same day you drew a cheque for \$1,000—I lent that to my cousin, who had just returned from the Bank of Communications at Singapore. He was in need of money, so he had a temporary loan from me.

Did he repay it?—Yes; but I did not put it back in the Kwong Cheong account.

He agreed that he had withdrawn still another cheque on the same day. This he said was for his private use. He could if he had so desired, have drawn on the Tai Hang Bank, the Bank of East Asia, or the Industrial and Commercial Bank. Questioned with regard to \$100 which had also been withdrawn from the bank, accused that he carried that about with him.

He also stated that he had been interested in a pawnshop in Canton, and had put \$3,000 into the business.

THE AFTERNOON HEARING.

The cross-examination of accused was continued in the afternoon.

Mr. Jenkin asked him what he had done with \$1,000 which was shown to have been taken out of the Kwong Cheong account. Accused replied that he was in Canton at the time, and that he needed money.

Did you make good what you had spent when you came back?—I invested it in the Sui Hing Lung business and asked them to put it in the name of Kwong Cheong. They made a mistake and put Kwong Hrong. I have the receipt for it.

You had another \$3,000—I lent that sum to another Chinese, three days after I had collected it.

Was it ever paid it back?—When I went to Peking, he gave me \$1,000 on account.

What did you do with it?—I still have it.

Was the balance of \$2,000 ever paid?—It was not paid up to the day of my arrest.

You lent out, in all, nearly \$9,000 of the capital which you had from various people?—Yes, I lent about \$9,000 out of the Kwong Cheong money.

Your intention was to raise a capital of \$100,000?—Yes.

This was decided upon at a consultation with your other partners when it was considered that \$100,000 was to be the minimum on which to launch this business?—Yes.

Had you any promises of subscriptions from people in Hongkong?—Yes.

You started the collection in Canton?—Yes; I expected to raise \$50,000 there.

Why is it that you failed to get a cent in Hongkong?—The subscribers promised to pay their subscriptions as soon as I had my offices.

I take it that when you failed to get the \$50,000 from the Wing On Bank you abandoned your banking project, did you not?—It was still going on.

HIS LORDSHIP FUZZLED.

"Accused agreed that he had taken out \$1,100 on October 29th, 1923. He had lent that money, with the knowledge of his partners to a person, named Lok Yu. That money was returned, but he (the accused) had spent it on his own personal affairs.

His Lordship: In all this evidence I have only heard of loans made to other people. In no case has any repayment been made in the banking account. That puzzles me.

Witness replied that some of those loans were not returned until 1924.

His Lordship: Was not a single repayment made into the Kwong Cheong account?—No.

Mr. Jenkin: You got the money and applied it to your own use—I deposited it in the Tai Hang, but later withdrew it since I required money for the expenses of the civil action. I had also suffered large personal losses.

WHY HE WENT TO PEKING.

You opened your account at the Commercial and Industrial Bank on August 7th. Why did you not go at once and get your money from Wing On?—I was busy with my private affairs.

Is it possible, Mr. Au, that you did not want the Wing On to see your face?—What do you mean by that?

I suggest to you that you did not want to run the risk of having yourself identified by the people in the Wing On Bank, and so, instead of going personally, you sent someone else?—That was not so.

I put it to you that you knew that the labels had been changed?—I deny it.

What was your business in Peking, Mr. Au?—I went there to meet a friend.

Were you going to promote anything there?—No, I wanted to get into official circles. My friend wished to introduce me.

For what purpose?—I wanted to become the adviser at the Financial Department in Peking.

Concluding his cross-examination, Mr. Jenkin again put it to the accused that he knew of and was party to the attempted fraud on the Wing On Bank. Accused returned a total denial.

INSTITUTION OF ENGINEERS.

ANNUAL MEETING'S SMALL ATTENDANCE.

The thirty-fifth annual general meeting of the Institution of Engineers and Shipbuilders of Hongkong was held yesterday evening, Mr. J. Ormiston presiding.

Before asking Mr. P. T. Farrell, the Hon. Secretary, to read the minutes convening the meeting, the CHAIRMAN said that he would have to express the Committee's regret at the very small attendance. He considered it to be the smallest attendance on record.

THE PRESIDENT'S SPEECH.

Mr. B. L. Frost, the President, addressing the meeting said: Gentlemen,—I think you will agree with me that, taking the adverse circumstances into consideration, caused by the strike and boycott, we can consider this our thirty-fifth annual report a highly satisfactory one. Our profits for the year's working only amount to \$4,084.63 against nearly \$8,000 in 1921. Curiously enough the 1st and last quarters of the year were the worst and the 3rd quarter, when we were going through the worst of the strike, the best one. Our membership stands at about the same number as in 1924 but I regret to say that we lost by death no less than 11 members. Our sympathies go out to the friends who have been left to mourn their loss. Our worthy friend and Hon. Librarian, Mr. Stokes took a well earned holiday during the year and I am afraid that members must have noticed a difference in the working of the library during his absence. I am pleased to say that he has returned to the post with renewed energies and when the alterations are completed and he has the library and reading room arranged to his and I am sure every other member's satisfaction, there will be few places of its kind which will be better than ours.

It has been a pleasure to see that the interest in billiards has increased and that the competitions are so keenly contested. I am sorry that the prizes are not ready for distribution this evening. As retiring president and as a member who is leaving the Colony after nearly 22 years and as a member of this institution for some 14 years, it is a great pleasure to me to know that the Institution has at last expanded and that as soon as the alterations are completed will be the second Social Club in the Colony, in size, but first in popularity. This I think is due to the fact that we have no cliques and that the committee extend the hand of friendship to what ever stranger may happen to become a member of the Institution. I wish the Institution all success, and trust that with the extension, given a trial and with the co-operation of all the members to make the new venture a huge success, that at the next annual meeting you may be able to revert to the old rate of subscription.

After the annual report and statement of accounts, which have already appeared in the *Daily Press*, had been presented, the CHAIRMAN moved their adoption.

Mr. S. BAKER seconded and the vote was carried unanimously.

DONATIONS TO CHARITIES.

It was unanimously decided to give the usual donations to the various charities for the ensuing year. The list of donations are as follows: British Legion, £50; St. Dunstan's, £50; London Hospital, £20; Glasgow Royal Infirmary, £20; Dr. Barnardo's Homes, £10; Orphan Homes of Scotland, £10; Shaftesbury Homes, £10; the Archway Training Ship, £10; St. James's Hospital, £10; and the Seamen's Institute in Hongkong, \$500.

OFFICIALS FOR THE YEAR.

Mr. B. L. Frost, proposed that Mr. J. Ormiston be elected President for the ensuing year. He said that Mr. Ormiston had taken keen interest in the welfare of the Institution and he was sure that there was no other more capable than he to fill the position.

Mr. L. J. Blackburn seconded, and the proposition was carried unanimously.

Mr. Ormiston returned thanks and said that he was very grateful for the honour.

Messrs. L. J. Blackburn and E. W. Blackmore were elected vice-presidents.

Mr. P. T. Farrell was re-elected hon. secretary, and Mr. Wallace was appointed treasurer.

Mr. W. J. Stokes was appointed as librarian.

It was decided that Messrs. Lowe, Bingham and Matthews be re-appointed as auditors, at a remuneration of \$500 per annum.

The following were elected on the committee: Messrs. B. Hunter, J. Ormiston, W. Blackmore, B. L. Frost, W. Lang, L. J. Blackburn, R. M. Johnston, J. M. Jack, S. C. M. Cutting, A. Hevey, P. T. Farrell, and J. Brook.

The CHAIRMAN spoke appreciatively of the help given him by the committee during the past year, and asked that it be placed on record.

Before the meeting closed, the members present drank the health of the new President.

CRUELTY TO A BULLFINCH.

CHINESE YOUTH FINED.

At the Central Magistracy yesterday, before Major C. Wilson, a Chinese youth was charged with cruelty to a bullfinch.

Evidence given by Sergeant Windblade showed that he was walking along Connaught Road East, when he saw the defendant, watching a bullfinch which was limping round in a circle. When the bird stepped off the path, the defendant picked it up and put it back on the path. On investigating, witness found that one of the bird's wings and legs had been wrenched to cause it to go round in a circle.

Defendant said that the bird was dying, and he had let it go free. His story was not believed, however, and he was fined \$20.

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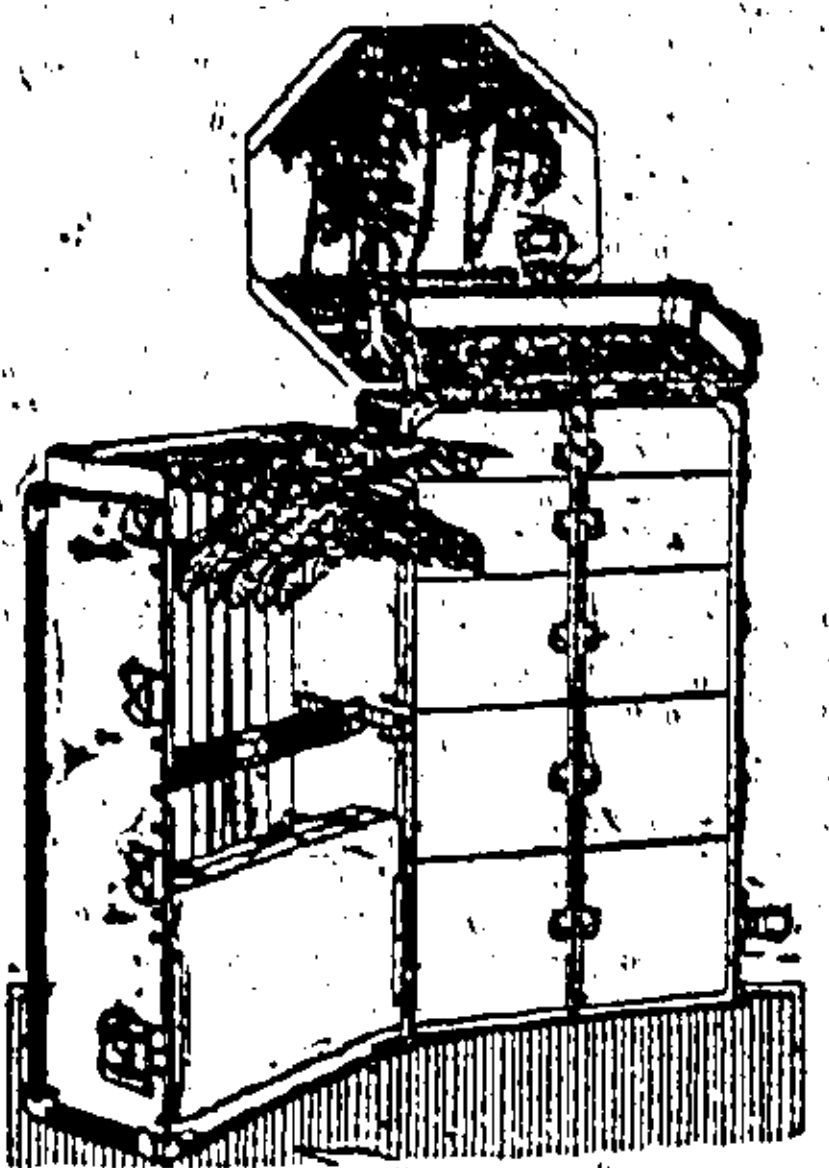
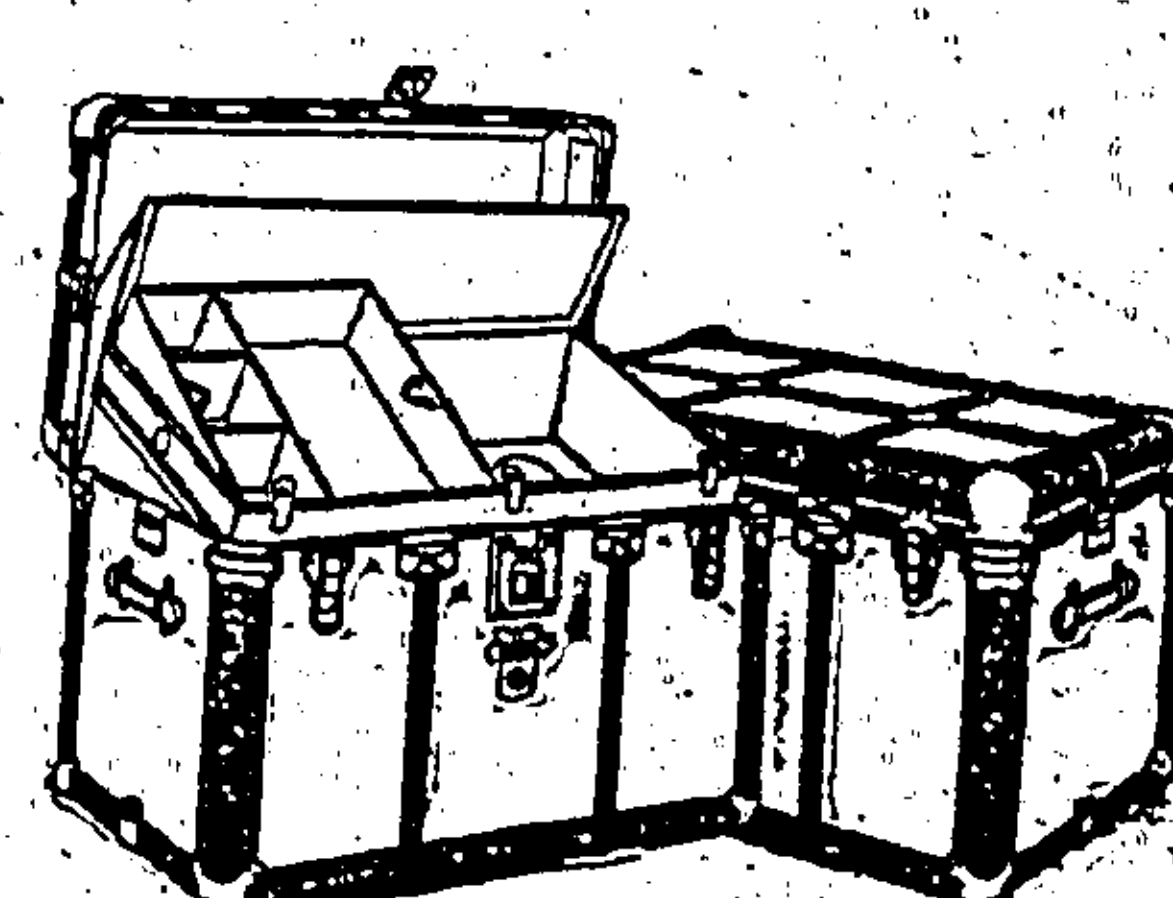
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COLUMBIA NEW-PROCESS RECORDS

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SOLVEIG'S SONG ... "

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971 INTRODUCTION AND ... "

RONDO CAPRICCIOSA ... "

AT

ANDERSON'S.

BETTER ROOFING

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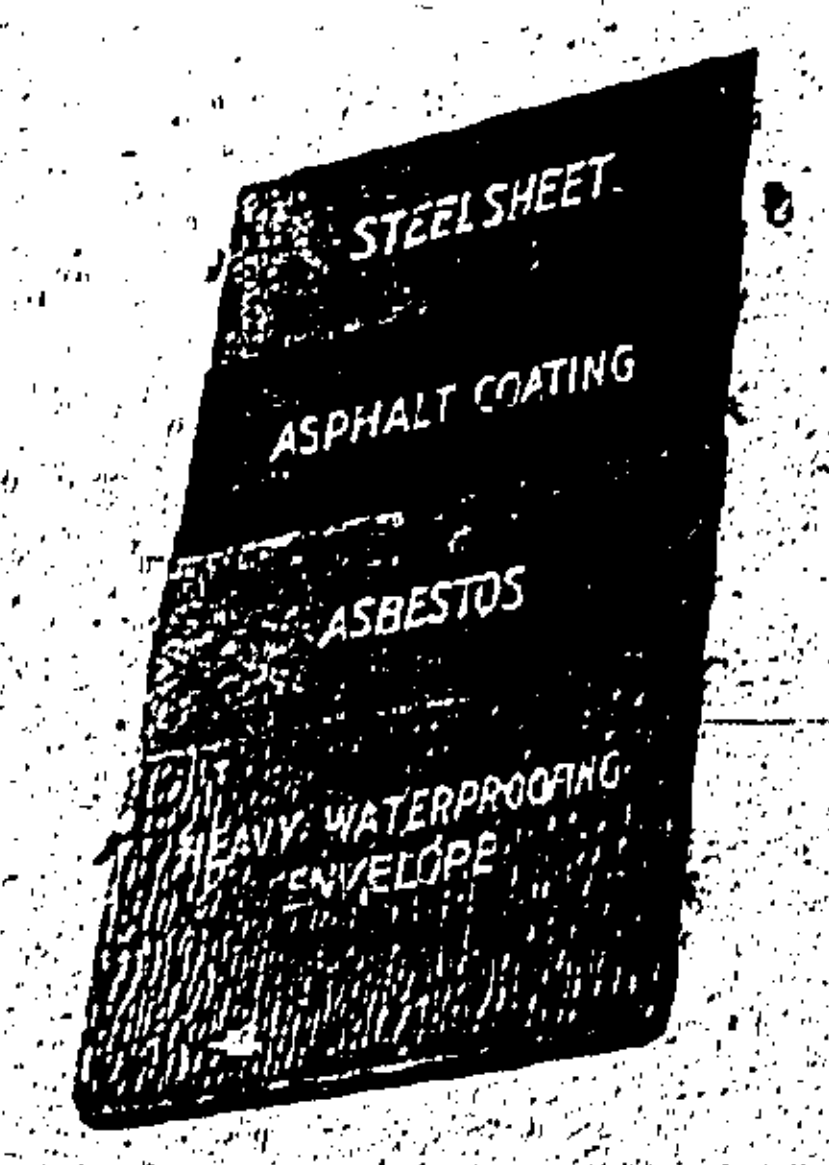
A Sample of Robertson Asbestos Protected Metal showing the process by which three corrosion-proof and insulating coatings are applied to the steel base.

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NOTICE.

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Our Office at QUEEN'S BUILDING,
Second Floor.
BERBLINGER & CO.
May 1st, 1926. (3113)

NOTICE.

WE HAVE THIS DAY AUTHORIZED MR.
HAROLD R. PETER REMINGTON
to Sign the Firm's Name for Procurement.
HARRY WICKING & COMPANY.
Hongkong, May 1st, 1926. (3111)

GREAT NORTHERN TELEGRAPH
CO., LTD., OF DENMARK.

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FROM 1st MAY, 1926, and until further
Notice Mr. S. M. BLACK will be in
Charge of the above Company's Station at
Hongkong.

E. V. JESSEN,
Superintendent.
Hongkong, 1st May, 1926. (3509)

THE HONGKONG AND SHANGHAI
HOTELS, LIMITED.
(INCORPORATED IN HONGKONG).

NOTICE IS HEREBY GIVEN THAT THE
ORDINARY YEARLY MEETING OF
SHAREHOLDERS OF THE HONGKONG
AND SHANGHAI HOTELS, LIMITED
will be held in the Board Room of the Hong-
kong Hotel, Pedder Street, Hongkong, on
SATURDAY, the 29th day of MAY, 1926, at
eleven o'clock in the forenoon, for the
purpose of receiving a Statement of Accounts
and the Report of the Board of Directors for
the year ended on the 31st December, 1925,
and confirming the appointment of a Director,
and re-electing a Director and the Auditors.

By Order of the Board,
WALTER J. HAWKER,
Manager.
Hongkong, 1st May, 1926. (3509)

NOTICE.

A JUMBLE SALE in Aid of Charities
will be held in the Union Church Hall
on TUESDAY, JUNE 1st, at 2.30 p.m. (311)

EASTERN EXTENSION AUSTRIA
LASIA & CHINA TELEGRAPH
CO., LTD.

HONGKONG STATION.

FROM 1st MAY, 1926, and until further
Notice Mr. E. J. PATTERSON will be
in Charge of the above Company's Station at
Hongkong.

E. A. LEGGATT,
Superintendent.
(3505)

CHINA UNDERWRITERS, LIMITED.

MR. ROYDON FARRANT having been
permitted to terminate his association
with the Company as from the 1st MAY, 1926,
Mr. HERBERT ROTHMAN, STURT, F.I.A.,
has been appointed MANAGER and
SECRETARY of the Company in his place as
from the 1st MAY, 1926, in addition to his
present appointment as Secretary.

CHINA UNDERWRITERS, LIMITED,
Shanghai, Tientsin & Co.,
General Managers.
Dated this 30th April, 1926. (3504)

THE CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIFTH ORDINARY GEN-
ERAL MEETING OF SHARE-
HOLDERS will be held at the Office of the
Undersigned on TUESDAY, the 18th MAY,
1926, at Noon, for the purpose of receiving the
Report of the General Agents, together with a
Statement of Accounts for the year ended the
31st December, 1925.

THE SHARE REGISTER AND TRANSFER
BOOKS will be closed from the 4th to the
18th MAY, 1926, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hongkong, 28th April, 1926. (3493)

THE HONGKONG ELECTRIC CO.,
LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN THAT
Certificate for 8 Shares Nos. 38-45/38642
issued on 20th November, 1920, in the Name
of the Late Mr. ALLISTON O'DONOGHUE
and GORDON has been Declared LOST and
should the Same not be produced before 6th
MAY, 1926, it shall be deemed CANCELLED
and of NO EFFECT.

GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 22nd April, 1926. (3478)

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE has
been informed that All interested in SAFE
DEPOSIT, that they have actually in their
New Building, 5, Queen's Road, SAFE
DEPOSIT BOXES at the Yearly Rate of 38
for the Small Size and 415 for the Large Size.
Please Apply to The CASHIER. (3473)

HOUSE Mid-Level also One between
CATHEDRAL and St. Paul's.
Mortgages arranged on Architect's valuation.
HOUSE, FLATS and BUILDING LOTS
Negotiated. SMALL INVESTORS. Tel.
4233.

INTIMATIONS.

HONGKONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEET-
ING will be held (weather permitting)
at H. P. VALLEY on SATURDAY, 1st MAY,
1926, commencing at 3 p.m. The First Bell
will be rung at 2.30 p.m.
The Charge for Admission to the Public
Enclosure will be \$1.00 for all Persons includ-
ing Ladies. Soldiers and Sailors in Uniform—
Half Price.

Members are advised that they must show
their Badges to obtain Admission to the
Members' Enclosure.
Each Member has the right to introduce 2
Non-members to the Members' Enclosure.
Tickets for whom can be obtained from Messrs.
LUSKAD & DAVIS at \$5 each up to FRIDAY,
30th APRIL.

The Charge for Admission for Ladies to the
Members' Enclosure will be \$1. Each Mem-
ber can obtain, upon application to the
SECRETARY, Badges for the Admission of
2 Ladies Free of Charge. (3147)

TO LET—No. 41, Robinson Road, 4 Rooms
and 2 Halls. Large Garden. Apply to
FERRY SMITH, SETH & FLEMING, No. 6,
Des Vaux Road Central. (3479)

PREMISES TO LET in the DAIRY FARM
BUILDING, KENNEDY STREET, East
Point, Floor Area: 3,335 Sq. Ft. Height:
30.40 Ft. Make Excellent Godown. For
further particulars apply to the SECRETARY,
THE DAIRY FARM, ICE & COLD
STORAGE CO., LTD. (3539)

OFFICE TO LET.

ALEXANDRA BUILDINGS.
Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.
2033

THE BRITISH MALAYA TRUSTEE AND
EXECUTOR COMPANY, LIMITED.
(INCORPORATED IN SINGAPORE).

THE Company is prepared to act as
EXECUTOR, ADMINISTRATOR or
TRUSTEE and as ATTORNEY or AGENT
for Persons having Interests in MALAYA or
desiring to acquire Interests there.
Booklets and any further information may
be obtained on Application to the SECRE-
TARIES at CHARTERED BANK CHAMBERS
SINGAPORE. (123)

PREPAID "WANTED"
ADVERTISEMENTS.

CHEUNG CHAU—TO BE LET From
June 1st for 3 or 4 Months or Longer,
A Well Furnished European Bungalow 2
BEDROOMS (3 Beds) enclosed Verandah,
Electric Light, Very Convenient for Bathing
Beach—Apply COMPTON, H. S. & CO.
& Co. (303)

LONDON BUYING AGENTS

We offer you our services as buying
agents for British or Continental goods
Established in 1844 but thoroughly up-to-
date, our success obtained by making our
customers' interests our first aim. Five
expert buyers, with capable staffs, manage
different departments, buying, with greatest
care every class of goods giving our
customers all the advantages of wide
experience, and ensuring their requirements
being rightly supplied at lowest prices and
best discounts.

KEYMER, SON & CO.,
Wholesale, London.
Telegrams "Keymer, London." Ert. 1844.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.

Comprehensive and Complete Report
of the

NEWS OF THE FAR EAST
Is given in the
HONGKONG WEEKLY PRESS.

with which is incorporated
THE CHINA OVERLAND
TRADE REPORT.

Subscription, paid in advance—\$13 per
annum for delivery in Hongkong, including
Postage to any part of the world—\$10.

ON SALE.
HONGKONG HANDBOOK REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1925.
Served by Members.
PRICE
DAILY PRESS OFFICE.

INTIMATIONS.

THE SPIRIT OF
THE SEAS.

From the great blue deep came
forth the Empire, boundless and
free Across the wide waters of
all the seas unceasingly pass men
and ships, binding more tightly
the common bonds of a noble
heritage. Not least amongst these
ties is

DEWAR'S

DEWAR'S

"WHITE

LABEL"

AND

"VICTORIA

VAT"

FINEST

OLD SCOTCH WHISKY.

As supplied to the Houses
of Lords and Commons.

By Royal Appointment to
His Majesty The King.

SOLE AGENTS:

A. S. WATSON
& CO., LTD.
50

BIRTH.

STODDART.—At Longtown, Cumberland,
on April 25th, to Mr. and Mrs. J.
STODDART, of Shanghai, a son.

MARRIAGE.

HYLAND—PATRICK.—At Shanghai, on
April 28th, MARGORIE, daughter of
the late C. DION HYLAND, of San
Francisco, to JOHN JOHNSON, son of
the late WILLIAM PATRICK, of
"Broomlands," Dumfries.

DEATHS.

DAVIES.—At Shanghai, on April 28th,
EDMOND CRAIG, dearly beloved son
of Mr. and Mrs. H. C. DAVIES, aged
nine months.

LOFTING.—Suddenly, at Shanghai, on
April 23rd, JOHN HENRY LOFTING,
aged 43 years.

ENGAGEMENT.

The engagement is announced between
EVELYN WINIFRED, elder daughter of
Captain W. J. THOMPSON, R.A.S.C.,
and Mrs. THOMPSON, of Hongkong,
and WALTER CHARLES, elder son of
the late Mr. CLARK and Mrs. CLARK,
of Clacton-on-Sea, Essex. (3512)

Hongkong Office: 11, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 1st, 1926.

THE CRISIS IN THE COAL
INDUSTRY.

The situation in the Labour world at
Home, as depicted in the cables to-day, is
far from bright. According to Mr. J. H.
THOMAS, it is "a thousand to one" for
a stoppage in the coal industry, though
the Prime Minister is understood to be
convinced that there will be no stoppage.
The Trade Union Conference has passed
a resolution in favour of "general strike"
port for the miners, but has not gone
the length of threatening a general strike.
In the London engineering trade, a strike
of forty thousand men is threatened in
order to enforce a demand for an increase
of a pound a week in their wages.
Decisions had to be reached in the Coal
trade dispute yesterday. The subsidy

which the Government has been granting
to the industry in order to maintain the
wage scale while readjustments were
being made terminates as from yesterday
and in the strenuous discussions which
have been taking place during the past
few weeks no way out of the difficulty
seems to have been discovered which does
not involve a continuation of the sub-
sidy, for some further period at least.
The Government, however, has definitely
committed itself against a renewal of the
subsidy. The Budget statement clearly
revealed that it was an intolerable burden
on the taxpayer. In the latest number
of *Punch* to hand there is a clever car-
toon depicting the Prime Minister and
his colleagues searching in the library of
the House of Commons for a synonym for
"Coal subsidy." According to one of
the cables printed to-day the Prime
Minister indicated at an eleventh-hour
conference that he was "prepared to
consider the extension of State financial
assistance for a few days, in order to give
further time for negotiation, provided
the owners suspended their notices."

The general view appears to have been
maintained in Cabinet circles that the
simplest solution of the situation would
be if both parties to the industry and the
Government could undertake to accept the
Report of the Coal Commission as it
stands and put it into effect, but it was
recognised that it was difficult to recon-
cile all views to secure this end and a
month's earnest discussions have failed
to achieve it. Under the direction of a
specially appointed Cabinet Committee
special work was undertaken in connec-
tion with the Report by almost every
department of the Government—work
which took precedence over all other—
with a view to guiding the Cabinet as to
the effect which would follow the adop-
tion of this or that feature of the Com-
mission's recommendations. It is prob-
ably true to say, one of the London papers
said recently, that three of the more im-
portant issues on which earnest discus-
sions have been proceeding are the pro-
posals for the State acquisition of mineral
rights, the power of municipalities to deal
in the retail sale of coal, and the total
abolition of the State subsidy on May
1st.

Apart from political considerations, the
heavy cost of nationalising mineral rights
was regarded as a serious difficulty, for
it is felt that already State credit has
been exploited to almost the maximum
which is desirable or possible. This is an
aspect of the report which the Treasury
has been considering on behalf of the
Cabinet and we may take it from the cable
to-day that the extension of financial
assistance "for a few days only" is as
far as the Government feels that it is
able to go in that direction. It is evident
that the trouble in the Coal industry is
of a nature which must engage the
anxious attention of Governments at
Westminster for many years to come.
A prolonged stoppage in the industry is
unthinkable, but the nation has evidently
made up its mind that the solution
will not be found before the State has
been committed to further heavy financial
burdens.

Mr. Rupert Baldwin, A.T.C.L., takes
up his work as organist at St. Andrew's,
Kowloon, to-morrow.

A Singapore paper states that Mr.
Justice Gompertz is going on two months'
leave almost immediately.

It has been decided to remove the
statue of Sir Robert Hart at Shanghai,
to a more worthy place opposite the new
Customs House.

The Royal Air Force Association of
Shanghai entertained Lieut. Boived, the
Danish airman, to dinner at the Shanghai
Club on Sunday last.

The American Legation is reported to
have protested to the Waichowu against
the imposition of a 40 per cent. cigarette
tax by the province of Shanai, as being
contrary to existing commercial treaties.

A note in the magazine of St. Andrew's
Church, Kowloon, says:—"During the
past month we admitted a Roman
Catholic into the Church of England.
We hope to admit two more very soon."

Two forthcoming jumble sales are ad-
vertised. The first is being held under
the auspices of the Hongkong Benevolent
Society on Wednesday next at the City
Hall, and the other is to take place at
the Union Church Hall on Tuesday, June
1st, at 2.30 p.m.

In connection with the opening of the
public beach at Stonecutters on May
15th, the Hongkong and Yumati Ferry
Co., Ltd., has made arrangements for
the running of a service to and from the
beach. The return fares are thirty cents
from the Pottinger Street Pier and
twenty cents from the Kowloon Pier.

Two Chinese women attempted to
commit suicide by jumping into the
harbour on Thursday. In one instance
the woman jumped into the water at Tin
Lok Lane, but was rescued by boat
people who were close at hand, and was
sent to the Government Civil Hospital,
little the worse for her immersion. In
the other case, the woman jumped from
the Yumati ferry wharf, but was quickly
rescued. She was sent to the Kwong
Wah Hospital.

May 1st is the usual official date for
changing into "whites" in Hongkong,
though most people are usually in
"whites" long before that date. It has
not been the case this year, however.
The range of temperature during April
has been unusually low, especially during
the latter half of the month, and though
the sun made a welcome reappearance
yesterday, it did not look as if we might
see a sudden transformation in the garb
of the people to-day.

A largely attended farewell banquet
was given in Amoy on the evening of
April 27th in honour of the retiring
American Consul, Mr. Leroy Webber, by
the President of the Amoy Chamber of
Commerce, Mr. Oei Tjoe, the well-known
China-Java millionaire. The function was
held at the latter's new palatial residence
in Kulangsu, Amoy. Those present in-
cluded the members of the Consular Body,
Admiral Lin, the Commission and Super-
intendent of Maritime Customs, the
Magistracy and practically all those prom-
inent in the commercial and civic circles
of Amoy.

At the Kowloon Magistracy yester-
day, Mr. J. H. B. Nihill sentenced a
Chinese employee of the China Light and
Power Company to fourteen days' hard
labour for the larceny of a quantity of
copper wire. Mr. F. N. Nicholls prose-
cuted on behalf of the Company. De-
fendant admitted taking the wire, and
said that he had collected the odd pieces
of wire which were left over from
various jobs. He thought he was
entitled to the wire. His Worship in
passing sentence, commented that it was
in view of defendant's clean record that
the sentence was so light.

A clever haul of a quantity of raw
opium was made by searchers who await-
ed the arrival of the s.s. *Sai On* from
Macao on Thursday evening. One of the
Chinese passengers who disembarked from
the steamer was searched in the ordinary
way and the opium was found cleverly
hidden in a brass kettle full of eggs.
The searcher, not wishing to damage the
eggs, pushed an iron bar down in the
middle of them, but on measuring the
inside of the kettle with it and compar-
ing it with the depth obtained inside, he
found there was a discrepancy of some six
inches. He tore off the bottom of the
kettle and the opium was found inside.
At the Central Magistracy yesterday
there was a sequel, when the Chinese in
question was fined \$1,000 for being in
possession of the opium.

A Chinese, who claimed to have been
a passenger from Honolulu on the s.s.
President Taft, which arrived in Hong-
kong on Thursday, was arrested on the Tung
on Wharf yesterday afternoon when
about to board the steamer for Macao
in possession of two Mauser pistols, one
revolver and several hundred rounds of
ammunition. The man had a consider-
able amount of luggage and the police
searchers discovered one of the weapons
concealed in a Chinese tea-pot, another
in a Chinese round rattan basket and
one in the bottom of a packing case. The
ammunition was concealed in a hidden
compartment of a Chinese-made box. The
man will appear before the magistrate
this morning.

The wedding took place at St. John's
Cathedral on Thursday afternoon of
Bernard Thorpe of the Police, and Miss
Margaret F. Gerrard, daughter of Mr.
W. G. Gerrard, Assistant Superintendent
of Police, New Territories, and Mrs. Ger-
rard. There were no bridesmaids, but
Mrs. A. H. Elton attended as matron
of honour. Mr. W. H. Nolloth was the
"best man." The officiating clergyman
was the Rev. H. Copley Moyle, and there
were many friends of both the bride and
bridegroom present at the Cathedral.
Following the marriage ceremony, a re-
ception was held at the residence of Mr.
and Mrs. A. H. Elton, Happy Valley,
and later in the day Mr. and Mrs. Thorpe
left for Repulse Bay, but to-day they
sail for England on the P. & O. s.s.
Macedonia.

Mr. George E. Soloaky, who is writing
a series of articles for the *N.C. Daily
News* on "a visit to Hongkong and
Canton," describes in his latest the Muni-
cipal Administration at Canton, and
makes special reference to the budgeting.
He writes: "I am not setting up the
claim that there is no corruption in
Canton. I know nothing about that.
But after an experience of many years
in many provincial capitals, I must re-
cord that here was the only proof of
audited accounts, the only effort toward
a scientific budget, the only systematiza-
tion of government finances. If the
Canton Municipality accomplishes noth-
ing more, it has achieved an important
contribution to the development of good
government in China."

Another well-known Shanghai resident
who is travelling home on the P. & O.
Macedonia is Mr. N. C. Maitland, who
has spent 25 years in the East. Mr.
Maitland went to Shanghai on the staff
of the Chartered Bank of India, Aus-
tralia & China, arriving there from the
London office at the end of 1893. Early
in 1900 he went to Japan, and while in
Yokohama in 1903 joined the International
Banking Corporation. In the service of
this Bank he was transferred to Shanghai
at the end of 1905, and a year later he
left to become an exchange broker, join-
ing the late Mr. C. B. Edmondston.
From this connection has developed the
firm of Maitland, Fearon & Brand. Mr.
Maitland has been a distinguished mem-
ber of the Shanghai A.D.C., and Mrs.
Maitland, like her husband, has also been
a prominent figure in Shanghai musical
circles.

The magazine of St. Andrew's, Kow-
loon, refers to the departure of Miss
Storr from the C.M.S. Victoria Home in
Kowloon City, as depriving the C.M.S.
of a most valued worker, and St. An-
drew's of a great friend. It says:—"The
drew's of a great friend. It says:—"The
Association between our Church and the
orphanage is a very close one. We have
the privilege of supporting two of the
girls from Sunday School funds, and
many of us have received real inspira-
tion in seeing the work carried on in
the Home. Miss Storr, who was greatly be-
loved by the Chinese has retired after
25 years service, part of which time was
spent in Peking, and even now has been
compelled to return home for domestic
reasons. She carries with her the affec-
tionate goodwill of numerous friends.
We pray that God will enrich these years
of her retirement with His blessing."

THE GREAT PYRAMID:
ILLUSTRATED LECTURE AT THE
UNIVERSITY.

Mr. D. O. de Silva lectured at the
Hongkong University last night on "The
Great Pyramid," the lecture being illus-
trated by 104 coloured lantern slides of
flashlight photos and diagrams drawn to
scale. The lecturer described the scientific
features of the Great Pyramid and said
that while it is now somewhat dilapidated
in appearance it must in its original state
have been grandly beautiful. In its per-
fect condition the Great Pyramid sym-
bolised the Christ; that, and the Church
Jesus Christ the Head, and the Church
His body-members. For the chief corner-
stone of the Pyramid, the apex head-
stone, is expressly declared in Scriptures
to be a figure of our Lord; and other
stones, fifty joined to the head-stone and
to each other by extremely tenacious
cement, illustrate the individual "living
stones" spoken of by Peter the Apostle
in his first Epistle, chapter ii.
It is estimated that exactly 144,000
linear cubits of casing-stones covered the
Great Pyramid. By this method, pharisee
teristic of the Great Pyramid, the 144,000
followers of the Lamb referred to in
Revelation xiv are represented, even as
the head corner-stone represents the Lamb
of God Himself; and the fine cement that
binds all the stones in one aptly sym-
bolises that Divine love which unites
Jesus Christ and His joint-heirs, making
them one and indivisible.

\$5,820 STOLEN.

JAPANESE SHIPPING MANAGER'S
LOSS.

Mr. M. Takeuchi, of No. 18, Macdonnell
Road, manager of the Osaka Shosen
Kaisha, reported to the police yesterday
that a box of jewellery and a sum of
money, the total value of which was
\$5,820, were stolen from his residence
between 11 p.m. on Wednesday and 6 a.m.
on Thursday.

A chair coolie at the house was found
to be missing the same morning.

A COOLIE'S LAUGH.
RICKSHA PULLER WHO RAN INTO
EUROPEAN.

At the Kowloon Magistracy yesterday,
before Mr. J. H. B. Nihill, a ricksha
coolie was charged with pulling his rick-
sha in a dangerous manner at the "Star"
Ferry Wharf on the morning of April
15th.
Mr. McGary, of the Secretariat for
Chinese Affairs, stated that he was walk-
ing towards the ferry near the Kowloon
Railway Station, when the defendant,
running faster than the ordinary speed,
passed him without giving any warning.
He was so close to the complainant that
the ricksha caught the shoulder of his
coat, and damaged it. After the accident
defendant turned round and laughed.
Defendant said that he was hurrying
to catch the ferry. He denied that he
laughed at Mr. McGary.
His Worship imposed a fine of \$5.

CABLE AND WIRELESS NEWS.

[BRITISH WIRELESS SERVICE.]

BRITISH TRADE.
CONSERVATIVE MEMBERS' BILL
FOR EMPIRE DEVELOPMENT.

RUSSIA, April 29th.
A debate took place in the House of Commons to-day on the motion of a Conservative member, calling attention to the condition of British Trade and urging the need of utilizing every opportunity to develop trade within the Empire.

After various members had spoken in support of the motion, Sir Philip Cunliffe-Lister, President of the Board of Trade, replied. He said that last year this country was doing rather less than its pre-war share of all the export trade of the world. The first quarter of 1923 showed a definite increase in the export of British manufactures over the general average of 1922. But, even so, in the first quarter of 1923, we were exporting only 82 and 83 per cent. of the volume of our exports before the war. Those figures showed the great need of expansion in our exports, and the necessity of utilizing every opportunity to develop trade within the Empire.

In 1913, our exports to the British Empire represented 37.2 per cent. of our total export trade. In 1920, they had fallen to 34.2 per cent. In 1922, they had risen to 39.3 per cent. The first quarter of 1923 they showed a still further advance.

Of our exports to foreign countries 23 per cent. were fully manufactured articles. Of our exports to the British Empire 34 per cent. were fully manufactured articles. Both in volume and value, this expansion was proceeding.

FRANCE AND ENGLAND.
FRENCH POLITICIANS TO VISIT
KING GEORGE.

RUSSIA, April 29th.
It is officially announced that the President of the French Republic has accepted an invitation from H.M. the King to visit London in June.

IRAQ AFFAIRS.
QUESTION REGARDING NEGOTIATIONS
WITH TURKEY.

RUSSIA, April 29th.
Replying to a question whether he could report any progress in the negotiations with Turkey for the settlement of the outstanding questions, Mr. G. L. Lockyer-Lampson, Under-Secretary for Foreign Affairs, said the latest reports received from Sir Ronald Lindsay, British Ambassador, indicated that the negotiations with the Turkish Government were proceeding and that certain proposals made by the Turkish Foreign Minister were now being examined sympathetically as possible by the British Government. It would not be in the public interest to say any more at this stage.

[THROUGH REUTER'S AGENCY.]

IRAQ OIL SCHEME.

BAGDAD, April 29th.
As the necessary preliminary work has been completed by the Turkish Petroleum Company's geologists, the drilling plant (Continued at foot of next Column.)

THE COAL CRISIS.

THOUSAND TO ONE ON A
STOPPAGE.

LONDON, April 29th.
Though the coal negotiations were still continuing late this evening the gravity of the situation is indicated by Mr. J. H. Thomas, Minister of Fuel, who said that "if they were an inch apart last night they are separated at arms-length to-night."

SUPPORT FOR MINERS. LATER.
The Trades Union Conference has passed a resolution in favour of general support of the miners. No decision regarding a general strike was taken.

[BRITISH WIRELESS SERVICE.]
NEW OFFER BY COAL OWNERS.

RUSSIA, April 29th.
The coal negotiations have continued throughout the day.

The Premier has received at the House of Commons in turn, the sub-Committee of coal owners, the Industrial Committee of the Trades Union Congress, and the sub-Committee of the Miners' Executive. He had made certain proposals to the coal owners last night, and it is understood that to-day he received the reply of the coal owners to these proposals and communicated it to the Industrial Committee of the Trades Union Congress and to the Miners' sub-Committee.

It is reported to-night, that the coal owners have made a new offer to the miners based on an eight-hour day. It is stated to be a better minimum wage than they would be prepared to give on a seven-hour day, which was worked under the old agreement. The miners, however, have so far resisted any change of hours and are supported in this by the Trades Union Congress.

In course of the day, the Executives of every Trades Union affiliated to the Trades Union Congress met in London to consider the situation.

Mr. J. H. Thomas, ex-Colonial Secretary, moved a resolution which was adopted endorsing the effort of the Industrial Committee of the Trades Union Congress to secure a honourable settlement and favouring the continuance of negotiations "provided that the impending lock-out of mine workers is not forced."

This provision indicates that an attempt is being made to obtain an extension of the notices to miners, which expire to-morrow night.

[THROUGH REUTER'S AGENCY.]
MORE CONFERENCES. LATER.

The coal discussions were continued after midnight, when the Premier, after a 24-hours' discussion with the owners' representatives, met the Committees of the Miners and the Trade Union Congress, and after a brief sitting, the latter conference adjourned till later in the morning.

It is stated that the owners will submit specific proposals to the Premier, after which he will again confer with the Joint Committee of the Trade Union Congress and the Miners' Executive.

It is understood that the Miners' Executive has definitely rejected the eight-hour-day proposal and that the question which the Premier discussed with the owners, as the immediate issue, was the suspension of the employers' notices.

It is reported that the Premier indicated that he was prepared to consider the extension of State financial assistance for a few days in order to give further time for negotiation, provided the owners suspended the notices.

THE PREMIER OPTIMISTIC. LATER.
It is understood that Mr. Baldwin is convinced there will not be a coal stoppage.

ENGINEERING STRIKE. RECOMMENDED.
LONDON, April 29th.
A conference of delegates in London to-night recommended a strike of 40,000 men in the London engineering trades to enforce the demand for a wage increase of 21 per cent.

LABOUR GAIN.
MISS SUSAN LAWRENCE WINS
EAST HAM SEAT.

LONDON, April 29th.
The bye-election at East Ham (North) owing to the death of the Conservative Member, Mr. C. W. Crook, resulted as follows:—
Miss Susan Lawrence (Lab.) 10,798
Mr. Jarrett (Con.) 9,171
Dr. Burgin (Lib.) 6,603
The Conservative majority at the last election was 1,037.

THE INDIAN RIOTS.
A QUIETER SITUATION IN
CALCUTTA.

CALCUTTA, April 29th.
The situation in the northern districts of the City is quieter, though isolated outbreaks continue. One person was killed and six wounded.

Lord Lytton, the Governor of Bengal has arrived from Darjeeling and has interviewed the leading representatives of each community.

HOME RACING.
TO 1 CHANCE WINS ONE
THOUSAND GUINEAS.

LONDON, April 30th.
The One Thousand Guineas, run at New Market to-day, resulted as follows:
Pillion 1
Trilogy 2
Short Story 3
Twenty-nine ran. Won by one length; half a length between second and third. The betting was: Pillion 25/1; Trilogy 8/1; Short Story 20/1.

HOME BOXING.
BOUT FOR WELTER-WEIGHT
CHAMPIONSHIP DRAWN.

LONDON, April 29th.
At the Albert Hall, a twenty-rounds contest for the welter-weight championship of Britain, between Harry Mason and Len Harvey, ended in a draw.

AN EVEN STRUGGLE.
It was an even struggle. Harvey had the advantage in height and reach, and generally kept off Mason well with lefts to the face and body, varied by right leads to the head. But Mason landed many good hooks and straight lefts. In the eighteenth, Harvey rushed in with a left to the stomach and a right to the jaw, and then followed with a smashing right, flooring Mason for a count of eight. Towards the end of the round Mason fought back splendidly, and he had the better of the succeeding round. There was a desperate mix up at the final meeting which went in favour of Harvey.

AUSTRALIAN CRICKETERS.
MATCH WITH MINOR COUNTRIES
DRAWN.

LONDON, April 29th.
The first match of the Australian tour, which had been arranged to take place at Maidenhead between the Australians and a team representing the Minor Counties, resulted in a draw, owing to rain.

There was no play on the first day, but play opened to-day in fine weather, on a slow wicket.

Australia batted first, and were all dismissed for 179, the principal scorers being Burdett 42 and Ryder 42, not out. The feature of the bowling was the performance put up by Falcon, (Bucks) who took seven wickets for 42 runs.

The Minor Counties had compiled 115, for four wickets, at 6.15 p.m., when rain fell and the match had to be left drawn. Colman had contributed 44 and Ling was next highest scorer with 38 runs.

EMPIRE BILLIARDS.
ENGLISHMAN DEFEATS SCOTTISH
GUEST.

LONDON, April 29th.
Playing in the Empire billiards championship, Earlam (England) 2,000, beat Smith (Scotland) 1,324.

RACE TO THE POLE.
BYRD EXPEDITION AT KING'S
BAY.

OSLO, April 29th.
The Byrd Polar Expedition has arrived at King's Bay, Spitzbergen.

The ship Chantier carries two aeroplanes, with which it is intended to fly to the Pole from a base 400 miles away.

CUBAN SUGAR.
RESTRICTION BILL APPROVED BY
CONGRESS.

HAVANA, April 29th.
Both houses of Congress have approved of sugar crop restriction and the establishment of a Sugar Intelligence Committee. The bill provides for a fine of \$2,000 for every bag of sugar milled over each planter's quota, and a fine of \$2,000 for day for mills violating the decree fixing the date of the commencement of the sugar harvest.

RUSSIAN TRAGEDY.
TWENTY DROWNED IN BRIDGE
COLLAPSE.

RIGA, April 29th.
A score of persons have been drowned through the collapse of a temporary bridge, over the river Okhta, ten miles from Leningrad.

[REUTER'S AMERICAN SERVICE.]
FRENCH DEBT TO U.S.

WASHINGTON, April 29th.
It is announced that a settlement has been reached for funding the French debt.

THE SETTLEMENT TERMS. LATER.
The French debt settlement is on the basis of a sixty-two year agreement for the payment of \$30,000,000 annually for the first two years, \$32,500,000 annually for the next two years, graduating thereafter to a maximum of \$125,000,000.

It is calculated that the payments will aggregate \$6,847,000,000. There will be no interest for the first five years and thereafter the rate of interest will gradually increase from one per cent. for the first decade to 3½ per cent. for last twenty-two years. There is said to be no safety clause.

CANNOT ENDURE.
NEW YORK, April 29th.
The New York Times opines that the war debt settlements cannot endure.

"Nothing can be more certain than that for two generations Europe will not without protest continue paying vast sums to the United States, and it is equally certain that it would be good business for us to accept virtually for the cash in hand, the present value of the debt, as soon as any sound and skillful plan for funding them can be elaborated and agreed upon."

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

JAPANESE ALDERMEN'S ASSAULT
ARRESTED.

TOKYO, April 30th.
Latest despatches from Seoul report numerous arrests. Despite the prohibition against weeping at night time large numbers assembling on a hill near the City for the purpose of weeping all night long.

It is reported that two Japanese who were attacked by a Korean were Aldermen. The Korean was not of the police, but a fanatic who apparently intended to assassinate Governor-General Saito, but mistook his man. After a running fight the police arrested the assailant.

MARSHAL FENG.
NOW ON HIS WAY TO MOSCOW.

MOSCOW, April 29th.
Feng Yu Hsiang has arrived at Verkh Neudinsk, from Urga, en route to Moscow.

DANISH AVIATORS.
COMMANDER BOTTED AGAIN
MISSING.

SHANGHAI, April 29th.
Renter's correspondent at Peking telegraphs that Commander Botved and his mechanic, who left Shanghai at 7.40 this morning, had not arrived in the capital at 6 o'clock this evening.

54 YEARS OLD.
THE VICISSITUDES OF A CHINESE
NEWSPAPER.

In May, fifty-four years ago, the foundations were laid of one of the most influential of the Chinese newspapers in the South, the *Tsun Wan Yat Po*.
In 1863, after the fall of Nanking, Mr. Wang Tze Chuen, then holding the highest literary rank of Chun Yuan, was compelled to seek protection with his family in Hongkong.

Here he came into contact with Drs. Legge and Chalmers, and assisted them greatly in translations for the work of the Missionaries. In conjunction with Mr. Wang Tze Chuen, the first Chinese member of the Legislative Council, Mr. Wang bought the printing works of the Anglo-Chinese College, and started printing under the name of the Chung Wah Printing Co.

"MOVING IN A CIRCLE."
In 1873 the printing works were removed to Gough Street, and here it was that the *Tsun Wan Yat Po* first saw the light under the Editorship of Mr. Wang Tze Chuen. Mr. Wang's explanation of his choice of the name *Tsun Wan*—moving in a circle—was "Although the Chinese Revolution has now failed, it is bound to recur in a cycle." Prophetic words indeed!

In the early days of local journalism, when communications were limited and slow, the vernacular papers only came out every other day. The *Tsun Wan*, though a small and unpretentious sheet in comparison with its issue to-day, served its purpose at the time.

Its history for some years is the usual one of struggles to exist, and ups and downs. It was not until the early days of this century that success was finally achieved, and since then there has been no pause in the progress of the *Tsun Wan*. To-day it stands as one of the most influential Chinese newspapers in South China and now circulates among Chinese in the Straits and in North and South America.

AN EXPANDING BUSINESS.
Not content with present successes, the Proprietors give proof of their faith in the vitality of the *Tsun Wan* and the belief in its future in no uncertain manner.

Though still housed at 51, Gough Street, their original home, the present buildings are vastly different from those that occupied that site in 1874. The ground floor is the printing works, the first floor is for the editorial and business side, while the top floor is for the composing rooms and type moulding.

As regards machinery, as long ago as 1894 electricity was introduced to do away with manual labour on the printing presses. The same year saw the introduction of a No. 24 printing press, and of these large machines there are at present five in full use. These even have proved inadequate to supply the demand for copies of this paper, and therefore there is at this moment being installed a new printing press capable of turning out and folding 13,000 copies an hour.

To celebrate the inauguration of this new machinery as well as their fifty-fourth birthday, the Proprietors of the *Tsun Wan Yat Po* are bringing out, next month, a special edition of their paper in two colours which will run to 64 pages—the largest edition of a Chinese paper ever published. This will be distributed all over the world wherever Chinese congregate, and will do a lot to bring a realisation of the prosperity of the Chinese in Hongkong to other Chinese in foreign lands.

The *Tsun Wan Yat Po* serves the very useful purpose, therefore, of proving that the cry, so often used for propaganda purposes, these last few months amongst Overseas Chinese that "Hongkong is finished," carries very little weight with those in the best position to know.

By basing their belief in its own future on their belief in Hongkong's continued prosperity, the Proprietors of the *Tsun Wan Yat Po* provide very convincing and welcome evidence of the real feelings of the Chinese people, and therefore all sections of the community can combine in wishing the *Tsun Wan Yat Po* a continuance and an enlargement of their present prosperity.

FIRE AT SEA.
STRAITS STEAMER TOTALLY LOST
NEAR SINGAPORE.CREW SAVED FROM BLAZING
SHIP.

One of the most thrilling stories in local shipping history was enacted in the Malacca Straits, about 23 miles from Singapore, last night, says the Straits Times of April 29th, when the Straits Steamship Company's *Penang* caught fire and was a total loss, the crew being saved by several ships which stood by.

The *Penang*, which is a vessel of 870 tons gross, and was built as far back as 1881, runs between Singapore, Port Swettenham and Port Dickson. Yesterday she left Singapore at four o'clock with a general cargo and thirteen deck passengers. She had a crew of about fifty Malays and Chinese, and there were 2,600 tons of kerosene in her after hold.

THE ALARM OF FIRE.
At about seven p.m., when the ship was nine miles north of the Sultan Shoal light, the alarm of fire was raised, and flames shot up from the fore hold.

Fire-bricks were immediately got to work, the boats slung out, and all other precautions taken, but it was quite impossible to check the flames. It is believed that the fire started among some straw, and its intensity was due to the fact that there was no chance of extinguishing the fire, and the Chinese, who had taken boat stations, left the boats away. The tackle became tangled, and the European officers had to cut the lines to free the boats. Had it not been for the fact that men were clinging to lines and tackle in the water around the *Penang* Captain Ure would have attempted to beach the ship and he did in fact try to do so, but had to stop the engines to save the men in the water. The anchor was then dropped.

OVERPOWERING FUMES.
After a short time it became impossible to stay on the ship. The heat and fumes were overpowering, and the fumes were blown aft by the wind, so that it was impossible to get forward at all. The Chinese coolies had already left the ship, and since they had taken the boats the Malay crew and European officers were left to save themselves as best they could. Rafts and everything that would float were made use of, but some of the Malays had to swim until they were picked up.

Captain Ure and his officers told a Straits Times representative this morning that all the Malays behaved splendidly, and especially John, the Malay boatman, who did a great deal of gallant work. The young second engineer and the Chinese steward were overcome by the gases and fumes, and the Malays picked them up and saw that they got into the boats, and throughout the Malays behaved in a manner worthy of their seafaring traditions.

ABLAZE FROM STEM TO STERN.
Captain Ure, Mr. Lopkin (Chief Engineer), and Mr. Anderson (Chief Officer) remained on the ship until every one else had left and they left the ship one else about forty-five minutes after the fire broke out. In another fifteen minutes the ship was ablaze from stem to stern, the flames reaching to the mast-head. Frequent explosions were heard, as the flames reached the kerosene and the drums of fuel-oil which were also in the holds.

The captain and chief engineer donned lifebelts and slid down into the sea by a rope on the bridge aft, got away in a small boat, but he was picked up safely. The captain and engineer, who supported themselves on a gangway, drifted four miles and were in the water over an hour before they were picked up. There was a strong current, and the men on rafts or swimming without support were carried along by it, but fortunately the small Batu Pabat coaster with the *Meena* also drifted with the current, and saved them. There was a fresh wind and sea, but fortunately, having regard to the danger from sharks, there was no moon.

NO LACK OF ASSISTANCE.
Fortunately there was no lack of assistance, several vessels having left Singapore just after the *Penang*. The *Hercules*, which also brought back the captain, the chief engineer, and the second engineer (Mr. Murchie). The chief officer went to Muar on the *Meena*, and several others to Malacca on the *Calypso*, but everyone appears to have been accounted for.

As far as can be ascertained no lives were lost. The two boats of the *Penang* were towed back to Singapore by the *Hercules*, which also brought back the captain, the chief engineer, and the second engineer (Mr. Murchie). The chief officer went to Muar on the *Meena*, and several others to Malacca on the *Calypso*, but everyone appears to have been accounted for.

OFFICERS LOSE EVERYTHING.
The captain, officers, and crew lost all their belongings, and a considerable amount of money in the case of the officers. The first news of the disaster was received at Singapore through a wireless message from the *Van Olen*. The fire lasted until 5.30 this morning, when the *Penang* sank, her disappearance into seventeen fathoms of water being witnessed by Mr. F. A. A. George, superintendent engineer of the Straits Steamship Co., and Captain E. A. Weldon, marine superintendent of the Harbour Board tug.

(Continued at foot of next Column.)

AN ATTRACTIVE DISPLAY.
MOSCOW STATE BALLET AT THE
QUEEN'S THEATRE.

Those who appreciate a first-class dancing display, with plenty of colour, grace of movement and good music would be well advised to visit the Queen's Theatre during the next few days.

It is difficult to shapadisa at mid-night after a busy day. And fortunately there is no need. We can use a simple American expression to give our opinion of the performance of the Moscow State Ballet. "They deliver the goods." We had heard a great deal of their abilities. We expected something out of the ordinary, and were not disappointed.

The programme opened with an orient ballet based on a tale from the Arabian nights in which Xenia Makletsova played the leading role as "The Fire Bird." Many of those present at the theatre last evening could not follow the word pictures very closely because they had not taken the precaution to secure programmes. A short synopsis of the scenes therefore may be given. A Sheikh is rejoicing over a recent victory and there is a dance of triumph by his slaves and supporters. The vanquished warrior appears on the scene and offers a gift in the shape of a beautiful bird as token of his friendship. The Sheikh will not heed the warning of his friends that calamity will follow his acceptance of the present. He sees the bird in the guise of a wonderful fairy, dances with her and falls fainting to the ground.

The ballet is remarkably well staged. It is a feast of colour and music. Xenia Makletsova dances with wonderful grace and rhythm, but it did not work its way in a ring crescendo to a great climax as one naturally expected it would do, and last evening we enjoyed more thoroughly the varied items which comprised the second part of the programme.

It appeared also that the audience shared our opinion for practically every dance was vociferously endorsed. The artists for the most part were extraordinarily reluctant to give repetitions but the House would not be denied and kept the applause going until it had its way.

There was a delightful Norwegian dance in costume, a Spanish dance, a valse, a charming "Adagio Oriental" in which M. Volok demonstrated his strength as well as his skill by throwing his partner about as though he was a fairy in actual fact, and last but not least a "dance comique" in which M. Pheokistoff in a costume which seemed to be a compromise between that of a broken-down cab driver and a stage clown scored a big success.

There was something to suit all tastes and the large audience was far more than satisfied. A good many bouquets were handed to the ladies at the close of the performance.

There will be a change of programme on Sunday.

"NEW GLOBE TROTTERS."
ENTHUSIASTIC RECEPTION AT
"STAR" THEATRE.

An enthusiastic reception was accorded Mr. Dick Norton and his New Globe Trotters when this versatile band of entertainers made their re-appearance at the "Star" Theatre, Kowloon, last night following their return from a successful tour in the North.

Probably the big crowd-attraction at the Queen's Theatre, where the Moscow State Ballet are appearing, rather detracted from the attendance, for while practically all the seats in the downstairs portion of the Theatre were taken, the bulk of the seats in the dress-circle were unoccupied.

However, this made no difference to the warmth of the reception given the party. The audience showed unbounded enthusiasm throughout the whole performance, and practically every number presented was endorsed.

Although last night's programme consisted for the most part of items that were most popular with the "Globe Trotters" were in the Colony recently, the audience received these contributions with unstinted applause which demonstrated their keen appreciation and satisfaction of the entertainment in general, while the new numbers introduced were equally well received and enjoyed.

Perhaps some of the contributions which made more of a "hit" with the audience than the rest of the numbers were such items as the ladies in "Whiter than Snow," Miss Betty Norton in "Follow the Swallow Back Home," the Company in "Father's old Top Hat," and "Show Me the Way to Go Home," and the amusing sketch "The Business Deal."

Mr. Dick Norton is again as good as ever and sustains a humorous vein throughout the entertainment; Mr. Leo Brooker gives some excellent song and dance numbers, and Miss Billie Conway, Miss Peggy James and Miss Lella Forbes all provide some capital contributions, while Mr. Herbert Morris, an excellent accompanist and entertainer at the piano.

The "Globe Trotters" will give a complete change of programme this evening and will conclude their brief season at the "Star" Theatre to-morrow evening. They will also give a special matinee to-morrow afternoon. Entirely new numbers will be a feature of their matinee programmes, and there should undoubtedly be full houses on each occasion. The usual "presentations" will be given at the conclusion of each programme.

The *Penang* was an iron screw steamer of 867 tons gross and was built at Leith in 1881. She was 201 feet long, had a breadth of 27 feet and a depth of 13 feet. She was engaged by Richardson's of Harlepool.

CONSIGNEE NOTICES

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ANTENOR" are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at Hoi's Wharf. The Cargo will be ready for Delivery from Godown on and after 29th April. Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 5th May, will be subject to Rent. No Claims against the Steamer must be presented to the Underwriter on or before the 18th May, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 29th April, 1926. [3502]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.
CONSIGNEES per Company's Steamer "PYRRHUS" are hereby notified that the Cargo having arrived per s.s. "HYSON" from Singapore will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at Hoi's Wharf. The Cargo will be ready for Delivery from Godown on and after 29th April. Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 5th May, will be subject to Rent. No Claims against the Steamer must be presented to the Underwriter on or before the 18th May, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 29th April, 1926. [3503]

S.S. "AMAZONE."
SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE.
CONSIGNEES of Cargo from MAR. SELLERS, etc., Cargo from HAVRE, ex s.s. "TETUAN", Cargo from BORDEAUX, ex s.s. "VILLE DEVERDON", and Cargo from LISBON, ex s.s. "ANDROMEDA", in connection with above Steamer are hereby informed that their Goods will be stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 3.00 p.m., To-day, requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter Goods remaining undelivered after Monday, the 3rd May, 1926, at Noon, will be subject to Rent and Landing Charges. All Claims must be sent in to me on or before Wednesday, the 5th May, 1926, or they will not be recognized. All damaged Packages will be examined on Saturday, the 1st May, 1926, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance has been effected. J. LIMAGE, Agent. Hongkong, 29th April, 1926. [3494]

THE BEN LINE STEAMERS, LIMITED.
FROM LIME, ROTTERDAM
ANTWERP, STRAIT'S AND
PHILIPPINES.

The Steamship "BENDORAN."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 18th May, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, 24th April, 1926. [3484]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 30th.

	Previous On Date	On Date	at
	at 2 p.m.	at 8 a.m.	at 2 p.m.
Barometer	30.01	30.01	30.04
Temperature	69	77	69
Humidity	80	77	76
Wind Direction	East	E	East
Force	3	4	4
Weather	0	0	0
Sea	0.17	0.09	0.09

Highest open-air Temperature on 29th ... 71
Lowest open-air Temperature on 30th ... 67

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES
FROM UNITED KINGDOM via PORTS.

THE Motor Vessel "GLENBEG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained. Goods not cleared by the 7th May, 1926, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 8th May, 1926, at 10 a.m. Claims against the Steamer must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 30th April, 1926. [3510]

THE BEN LINE STEAMERS, LTD.
FROM HULL, MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.

The Steamship "BENBOCHE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th May, 1926, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 18th May, 1926, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th May, 1926, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, 27th April, 1926. [3499]

NORDEUTSCHER LLOYD, BREMEN.

THE Steamer "HAARBRUECKEN" having arrived from BREMEN, HAMBURG and PORTS, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained. All Goods remaining undelivered after the 3rd of May, 1926, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Auld, at 10 a.m., on 30th of April, 1926. No Claims will be admitted after the Goods have left the Godown, and all Claims must be presented within Two Weeks of the Steamer's arrival here, after which date they will not be recognized. Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature. MELOHERS & CO., Agents. NORDEUTSCHER LLOYD, BREMEN. Hongkong, 26th April, 1926. [3493]

SHIPPING NOTES.

The composition of the Marine Court of Enquiry which is to assemble at the Harbour Office on Tuesday next to investigate the circumstances attending the collision of the s.s. *Yatting* (Indo-China S.N. Co.) and the s.s. *Tacoma Maru* (O.S.K.) off Chilang Point in a dense fog on the morning of April 19th is as under:—Lieut.-Commander G. F. Hole, R.N., Harbour Master (President), Lieut.-Commander C. R. H. Harvey, Royal Naval Chaplain, Captain J. R. Scott, Master of the s.s. *Tyndareus*, Captain A. C. Inglis, Master of the s.s. *Seistan*, and Captain R. Stephens, Master of the s.s. *Kwangtung*.

At the Marine Court yesterday, before Lieut.-Comdr. G. F. Hole, R.N., Mr. J. Mitchell, Master of the s.s. *Kanara* (Chinese), was fined \$15, with the alternative of two weeks' hard labour, for failing to exhibit the regulation lights while the vessel was at anchor. The fine was paid.

The total number of deck passengers, entered for the twenty-four hours ended at 9 a.m. yesterday, was 1,307, of which the s.s. *Kanchow* (British) from Shanghai and Amoy carried 468, and the s.s. *Hong Peng* (British) from Rangoon and Singapore 785.

HONGKONG TIDE TABLE.

From May 1st to 7th, 1926.

Day of Week	Days of Month	High WATER		Low WATER	
		H.K. Standard Time	Height	H.K. Standard Time	Height
Satur.	1	10 48	7 1	4 45	3 0
Sun.	2	11 07	4 4	5 9	3 3
Mon.	3	11 26	4 1	7 14	3 6
Tues.	4	11 45	3 8	8 24	3 9
Wed.	5	12 04	3 5	9 42	4 1
Thur.	6	12 23	3 2	10 58	4 3
Fri.	7	12 42	2 9	12 11	4 6

AMERICAN LOAD-LINE BILL.
PROBABLE EFFECT ON AMERICAN SHIPPING.

A Load Line bill has been introduced in Congress and referred to the House Committee on Merchant Marine and Fisheries. The load line provisions of the measure cover cargo vessels of 500 gross tons or over loading at any port or place within the United States, or in its possessions for a foreign voyage by sea, and vessels of the same size loading at any foreign port or place for a voyage by sea.

The regulations, which will not apply to vessels on the Great Lakes, are to be established by the Secretary of Commerce in general accordance with the practice of the principal maritime nations and shall have the force of law.

PENALTIES.
A penalty of \$5,000 is provided for permitting a vessel to leave her loading port without having load lines marked, and a similar fine is provided for permitting a vessel to go to sea overloaded or in violation of a detention order. Alteration, obliteration or concealment of load line marks will be punishable by a fine of \$1,000 or a year's imprisonment.

The American Steamship Owners' Association are asking exemption from the load line law of vessels employed in the trade with contiguous countries. The Association contends that the trade to Central and South American ports north of the River Plate looked upon by underwriters as being non-dangerous and in consequence lower charges are made for cover in this trade than in strictly ocean travel.

The ship-owners argue that there is not the same need for load line legislation from the standpoint of safety in this trade as in the transatlantic service which is subject to storms and other sea hazards.

TO AID U.S. COMPETITION.
Rear Admiral D. W. Taylor, U.S.N., retired, who is chairman of the committee which has been studying the load line situation, states that the legislation is needed not so much from the standpoint of increasing the safety of ocean transportation as from that of placing American shipping on a better basis in its competition with the shipping of the world.

In the absence of domestic load line legislation American ships become subject to the laws of the countries into whose ports they go, and because of factors of construction and loading they are at a disadvantage. With a United States load line law drafted to meet the requirements of home shipping, vessels going abroad would be subject to that legislation alone through reciprocal agreements.

The House Committee has decided to exempt vessels in tonnage or Lakes trade from the provisions of the law, a feature which will overcome much of the opposition to the bill as its absence was largely responsible for the defeat of the measure in the last session of Congress.

CONVICTS FOR GUIANA.

340 SAIL FROM FRANCE.

The first convict ship for two years left the Ile de Re (France) last month for the penal settlement in Guiana. The vessel *La Martinique* had on board 340 convicts, and some surprise was expressed that convicts should still be sent overseas in view of the decision of M. Herriot's Government to suppress what is called the "bagnes." It was a book written by Albert Londres on the life of convicts at the overseas penal settlements that led to the decision to suppress them, following on manifestations of public indignation. The penitentiary administration was severely criticised in the Chamber, and there was a feeling of relief when the announcement was made that the regime would come to an end.

It was found, however, that the suppression of the penal establishments would cost too much money. Besides, there was the difficulty of finding accommodation in the central prisons in France. For two years the convict ships ceased to sail between France and Guiana, the murderers and thieves being confined in the Re citadel. But the number grew from one Assize session to another, and it was found that the Ministerial promise to do away with the "bagnes" could not be kept.

The departure of a convict ship after the lapse of two years was an event, and great preparations were made to lay it under contribution for pictorial interest. The Government forbade the taking of photographs, but enterprising cinematographers decided to do what they could. They had been dislodged from the roof of a house, but not to be beaten, they hired a sailing vessel. When the lighters with the convicts on board approached *La Martinique*, the authorities saw with something like dismay the shipload of cinematographers. Orders were given for a scout ship to give chase to the sailing vessel, which moved off. So far as is known, there will be no photographic record of the departure of the 340 convicts.

VESSELS EXPECTED.

Ceylon (Swedish East Asiatic), due May 12th.
Empress of Canada (C.P.R.), due May 6th.
Khyber (P. & O.), due to-day, about 6 a.m.
Shirata (B.I. & A.), due May 2nd, p.m.
St. Alban (B. & A.), due to-day, p.m.
Taiping (Australian Oriental), due May 18th.

LOWER YANGTZE PILOTAGE EXAMINATION.

AN HISTORICAL EVENT.

Just recently, says the *N.Y. Daily News*, a board of examiners sat to conduct an examination of a candidate for a Pilotage Certificate on the Yangtze from Woosung to Hankow a distance of 600 miles of intricate river navigation. The event is of some historical importance as being the first instance of an examination ever held in connection with this great important waterway into the interior of China. Some of the largest cargo vessels in the world proceed regularly to and from Hankow during the high water seasons April till October.

The Board was composed of D. Ferguson, Manager, Woosung Hankow Pilot Association, Captain W. I. Eisler, United States Shipping Board, Captain J. T. Inch, Pilot, and Captain F. A. Maxwell, C.M.S. *Kiangshin*. The candidate was Mr. John E. Levine who has been some number of years trading on the Yangtze as master of a local ship. The examination is provided for under Articles of Agreement between various bodies—Shanghai Marine Underwriters, General Chamber of Commerce, etc., and is of such nature that ship-owners and insurance companies have some guarantee that new men taking up this pilotage are fully qualified for the work they undertake.

UNDER-SEA TALKING.

NEW ERA OF SUBMARINE WARFARE.

One of the greatest drawbacks to the legitimate use of submarines in naval warfare has been the impossibility of communicating with these vessels once they have disappeared below the surface.

Many attempts have been made to devise methods of direct under-water communication, but hitherto without success. The consequence is that submarines in diving trim cannot converse with each other, nor can they receive orders or transmit them. Owing to this disability co-operation between submarines is rendered impossible.

That they would be extremely formidable if able to work in squadrons, under the control of a single commander, while cruising beneath the surface, is evident. (Continued on next Column.)

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AND
STOMACH
TROUBLES

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PROBLEM SOLVED.

The leading Admiralties have been working on this problem for years past, and the American Navy now claims to have solved it.

Preliminary tests made with a new apparatus at the U.S. Naval Research Station at Bellevue, Washington, are reported to have given astonishing results.

Direct telephonic communication has already been established between submerged positions up to a distance of two miles, and it is believed that this range can be greatly extended.

The system is entirely independent of wireless. It is based on the principle of inaudible or "supersonic" sound waves, which are projected through the water

in any direction, just as the rays of a searchlight are focussed at the will of the operator.

A highly important feature of the invention is that it ensures absolute secrecy, that is to say, messages sent out can only be taken in by the vessel to which they are addressed.

WEATHER REPORT.

Last night's weather report, forecast and remarks by the Royal Observatory said:

The anti-cyclone over S.W. Japan has strengthened slightly.
Local forecast: East winds, moderate, cloudy

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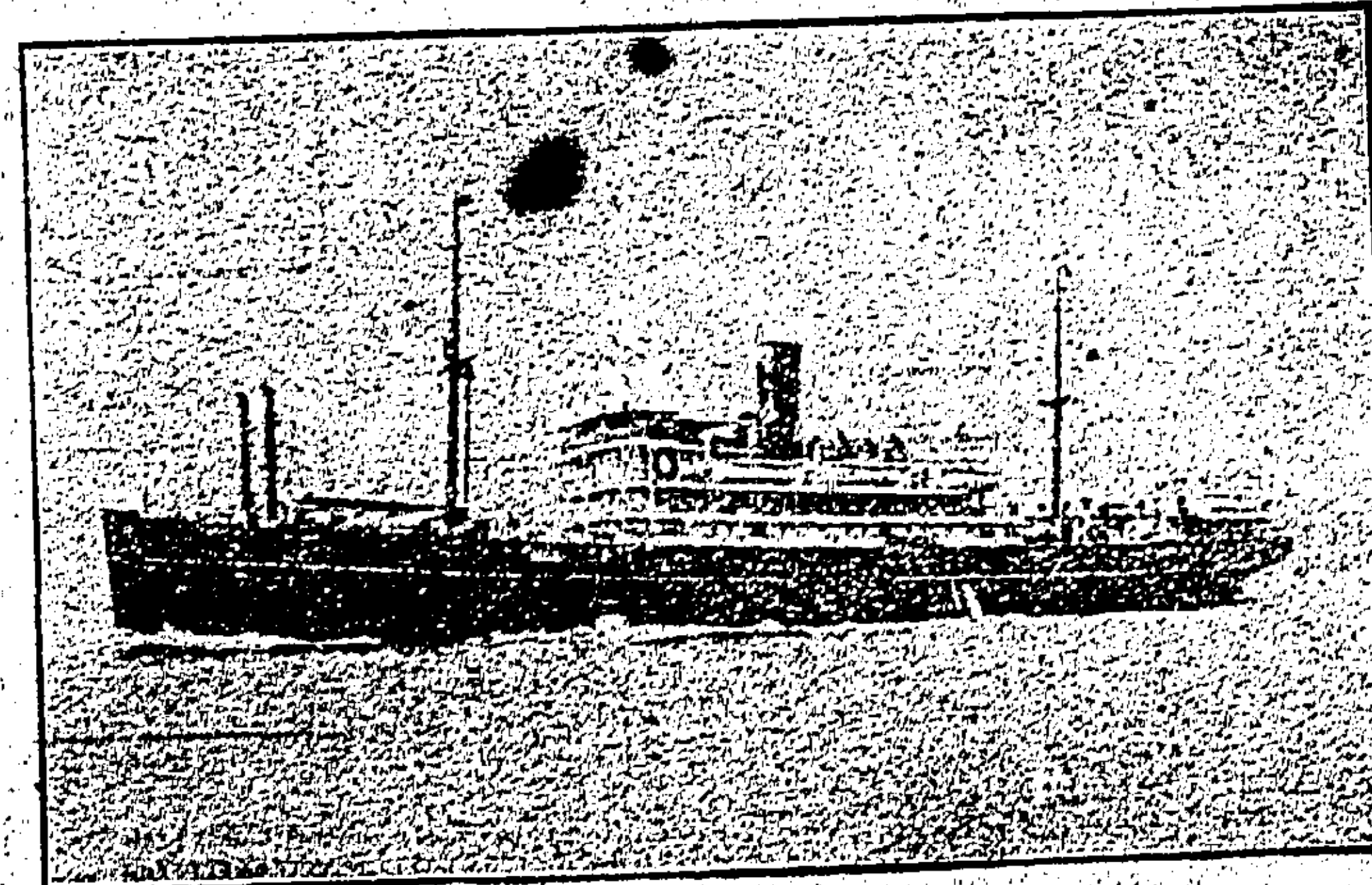
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R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG

SHIPPING NEWS.

ARRIVALS.

April 30th.
Anking, British str., 2,047 tons, Capt. C. Plunkett Cole, from Singapore and Amoy, with a cargo of firewood, lying at buoy No. B11-B. & S.

April 30th.

Glenelg, British m.s., 3,345 tons, Capt. P. L. Sanders, from London and Singapore, the former port she left on March 20th and the latter on April 28th, with a general cargo, lying at Kowloon Wharf—Jardine, Matheson & Co.
Hakata Maru, Japanese str., 3,060 tons, Capt. G. Matsushita, from Moji, which port she left on April 25th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

Kanchow, British str., 1,220 tons, Capt. D. Williams, from Shanghai and Amoy, with a general cargo, lying at buoy No. B9-B. & S.

Macedonia, British str., 5,550 tons, Capt. H. W. Potter, R.D., from Yokohama and Shanghai, the latter port she left on April 27th, with a general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.

Sankin, British str., 7,754 tons, Capt. A. H. D'Arcy, from Amoy, with a general cargo, lying at Stonecutters, Mackinnon, Mackenzie & Co.
Sunking, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C10—Man Yick S.S. Co.

Tai Sei Ma, Chinese 402 tons, Capt. Lo Yat Sun, from Kwang Chow Wan, with a general cargo, lying at buoy No. C30—Wing Yin Co.

Tai, Chinese str., 1,071 tons, Capt. A. B. Jorgensen, from Foochow, with a general cargo, lying at buoy No. C10—Kwang Pook S.S. Co.

CLEARANCES.

April 30th.
Education, for Shanghai.
Glenelg, for Shanghai.
Hakata Maru, for Amoy.
Hakata Maru, for Singapore.
Kut Sang, for Singapore.
Macedonia, for Singapore.
Tai Hing, for Hsu Hoi.

PASSENGERS.

ARRIVALS.
Per m.s. Glenelg, on April 30th: Miss Paynter, Mr. Peters, Mr. and Mrs. Donovan.

DEPARTURES.
Per Dollar Line "President Taft", on April 30th, for Manila: Mr. M. T. Young, Mr. H. C. Anderson, Miss White, Mr. H. A. Carter, Mr. and Mrs. E. G. Carroll, Mr. F. Weiss, Mr. Cheung Ah Tin, Mr. L. E. O'Neil, Mr. and Mrs. C. E. Priest, Mr. and Mrs. J. F. Steiner, Miss Steiner (2), Mr. Jun Ko Choy, Mr. and Mrs. W. C. Robinson, Miss C. M. A. Robinson, Rev. J. F. Pyke, Mr. Cheng Pak Yan, Mr. H. Healy, Mr. L. A. Cubitt, Mr. Jose C. de Jesus, Mr. G. A. Allen, Mrs. W. C. Brune and son, Mr. L. Bacon, Rev. and Mrs. I. M. Channon, Mr. C. E. Ekins, Mr. F. Hammond, Mr. and Mrs. A. Heinz, Mr. E. Lindberg, Mr. W. M. Hill, Mrs. J. E. P. Miller, Miss June Miller, Mrs. H. M. M. Miller, Mr. and Mrs. E. von Kauffmann, Mr. and Mrs. V. K. Walker and child, and Mr. N. C. Wilson.

Per s.s. Empress of Asia, on April 30th: Mr. A. W. Andrew, Rev. and Mrs. B. M. Adams and daughter, Rev. J. O. Officer, Mr. A. D. Anderson, Mr. H. G. Anderson, Mr. C. G. Anderson, Mr. F. Aragon, Mr. G. Aragon, Mrs. E. C. Britto and son, Capt. W. Brower, Mrs. W. J. Brennan, Mr. and Mrs. P. E. Barnes, Mr. H. Blagen, Mr. Barredo, Mr. H. Blackwell, Sister A. Bill, Dr. D. G. Beebe, Mr. H. Butler, Miss B. Butler, Mrs. E. C. Coghill, Mrs. S. C. Cheever, Mr. Chan Hing Pak, Mr. and Mrs. S. L. Chow, Miss C. Chichester, Col. Cosgrave, Mr. F. Chance, Mr. and Mrs. Chen Shing Mi, Mrs. E. W. Connor and two daughters, Mrs. J. T. Cayenach, Mr. and Mrs. A. Crumpton, Mr. Chan Ching Mok, Mr. Chas. A. Clear, Mr. Baldwin, Mr. and Mrs. W. Brown and two children, Mr. J. R. F. Corley, Mr. E. Cock, Mr. C. A. Clear, Sir Hesketh Bell, Mr. and Mrs. Der Pak Chung, Mrs. T. J. Doyle, Miss J. A. Davis, Mr. and Mrs. L. Dunbar, Lieut. Douglas, Mrs. A. E. Evans, Miss M. Encarnacao, Mr. R. S. Elias, Mrs. E. Earnhart and infant, Mr. W. P. G. Elliott, Mrs. V. F. Friedle, Misses D. and M. Fols, Mrs. E. A. Fols, Mrs. C. Farnworth, Capt. and Mrs. Fraser, Mr. and Mrs. H. J. de Ferguson, Capt. and Mrs. H. J. de Greene, Miss N. E. Greene, Mr. M. D. Graham, Mrs. E. A. Green, Mr. Gun, Mr. and Mrs. R. J. Gonzalez, Mr. Hambley, Mrs. R. E. Harlow, Mrs. C. T. Hudson, Mrs. W. J. Holmes, Miss L. K. Haase, Mrs. R. S. Hotchkiss, Mr. M. J. Hirschorn, Mrs. L. E. Heckman, Mr. and Mrs. H. S. Sharp, Mr. C. Y. Huang, Mr. S. Hyland, Mr. and Mrs. E. J. Jensen and daughter, Mrs. H. C. Jones, Mr. G. S. Jong, Mrs. F. Judd, Mr. C. O. Julian, Sister Jonckheere, Mr. J. Kirk, Mrs. C. K. Kim, Mr. H. Katsura, Miss Kwan Hing, Miss Kwun, Miss Hing, Mr. K. Kecher, Mr. C. C. Knight, Mrs. R. J. Love, Mrs. C. L. Locke, Mrs. R. J. Leuthner, Mrs. M. L. Lewis and daughter, Mrs. M. Lewill, Mr. Lee Hing On, Mr. T. W. Liang, Mr. H. B. Longfellow, Mr. L. P. Chun, Miss Li Wing Tsun, Mrs. G. Lee, Miss H. D. Metcalf, Mr. R. Main, Mr. H. Main, Mr. McKerral, Mr. E. Middleton, Mrs. H. M. Mason, Mr. H. M. MacLean, Mrs. Norton, Mrs. A. A. Peglow, Mrs. Pauline, Oester, Mrs. M. E. Pyn, Dr. B. Papa, Mrs. B. C. Percival, Mr. and Mrs. A. D. Pather.

(Continued at foot of next Column.)

HONGKONG SHIPPING.

Yesterday's shipping statement showed a slight reduction in the number of arrivals, and a big drop in Hongkong cargo, namely six thousand tons, with eight tons less freight for ports beyond compared with previous day entries. Of the cargo entered, however, all but 280 tons were carried in British vessels, of which there was a preponderance of arrivals, the only other arrivals being three Chinese steamers. It is also interesting to note that all freight for ports beyond was divided between three British steamers.

The returns for the twenty-four hours ended at 9 a.m. yesterday showed that at that hour there were 64 vessels in the harbour, of which 34 were British. The arrivals during the above period numbered eleven, viz.—eight British and three Chinese. The departures during the same period came to thirteen, these being for the following ports:—For Shanghai, two Japanese, one Italian and one British; for Amoy, one Chinese and one British; for Weihaiwei, one British; for Peking, one Dutch; for Singapore, one Dutch; for Kwang Chow Wan, one French; for Haiboh, one Chinese; for Saigon, one British; for Hilo, one British. Clearances during this time numbered eight, and these were as under:—For Haiphong, one French and one British; for Hilo, one British; for Manila, one American; for Balikpapan, one British; for Amoy, one British; for Shanghai, two British.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday.)

For Hongkong 5,072 tons.

For ports beyond 14,232 "

Total 19,304 "

(During the previous 24 hours ended at 9 a.m. on Thursday.)

For Hongkong 11,072 tons.

For ports beyond 22,562 "

Total 33,634 "

Of the cargo entered for Hongkong, British vessels carried 4,792 tons, the heaviest and only four-figure entry being 1,100 tons. Freight for ports beyond was made up of three entries of respectively, 7,332 tons, 5,000 tons and 2,000 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:

Kanchow (British) from Shanghai and Amoy with 470 tons of general cargo.

Glenelg (British) from London and Singapore with 672 tons of general cargo and 7,362 tons for ports beyond.

Kut Sang (British) from Singapore and Kohchang with 820 tons of general cargo.

Hakata Maru (British) from New York and Manila with general cargo, sugar and hemp (unspecified).

Antenor (British) from Liverpool and Singapore with 1,100 tons of general cargo, mail and 3,000 tons for ports beyond.

Kaiting (British) from Lungkow and Shanghai with 800 tons of general cargo.

Anking (British) from Singapore and Amoy with 450 tons of firewood and coconuts and mail.

Hong Kong (British) from Rangoon and Singapore with 450 tons of general cargo, mail and 2,000 tons for ports beyond.

Tai (Chinese) from Foochow with 2,144 packages and mail.

Sun Kong (Chinese) from Kwang Chow Wan with 230 tons of general cargo.

Tai Hing (Chinese) from Nam Tau with 20 piculs of vegetables and fish.

Later arrivals yesterday, too late for entry in the above returns, included:—Macedonia (British) from Yokohama and Shanghai with 60 tons of general cargo, mail and 2,500 tons for ports beyond.

Hakata Maru (Japanese) from Yokohama and Moji with 763 tons of general cargo, mail and 4,672 tons for ports beyond.

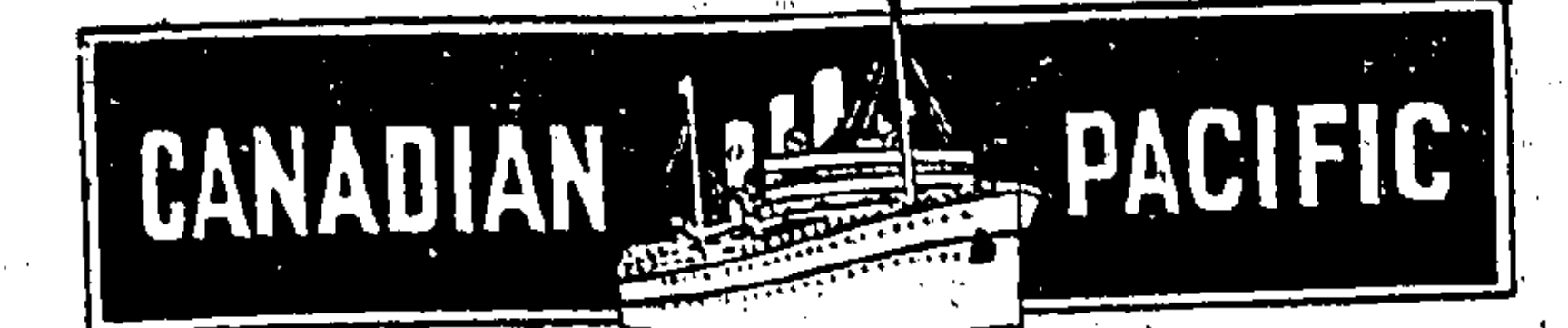
Tei Sei Ma (Chinese) from Kwang Chow Wan with 230 tons of general cargo.

VESSELS IN DOCK.

The following vessels are in Dock:—Kowloon Dock—Passet, Vigilante, Hin Sang, Yat Shing.

Tai Koo Dock—Taikoo Wany, Kwang tung, Bataria, Haiyen, Clara Jensen.

Mrs. Rogers, Mr. V. Rodriguez, Mr. R. Rodriguez, Mr. F. Rodriguez, Mrs. J. S. Roberts, Mr. and Mrs. B. Rowland, Mr. R. J. Rawlinson, Col. E. V. Riddell, Mr. and Mrs. Raphael Levy, Mrs. J. C. Stewart and son, Mrs. E. D. Smead, Mrs. A. Sedgwick, Mrs. G. Stroka, Rev. A. Smead, Mrs. R. E. Sammons, Mr. J. F. Sheehy, Mrs. S. B. Smith, Mrs. R. S. Savin, Mrs. N. B. Solner, Miss C. G. da Silva, Col. and Mrs. H. C. M. Taylor, Mr. Smith, Mr. R. Shaw, Mr. K. O. Shong, Dr. P. Trinidad, Mrs. Taylor, Mrs. L. R. Vail, Mr. J. Valderas, Mr. E. Valley, Mr. Villar, the Bishop of Victoria, Mrs. E. Wunder, Mr. Williams, Mr. and Mrs. Whyte, Mr. and Mrs. J. H. Wallace and two children, Mr. D. D. Wood, Mrs. M. G. Williams, Mrs. E. Winters, Mrs. R. N. van Zant, and Rev. and Mrs. C. P. Young.



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EMPRESS OF RUSSIA	May 23	May 31	June 3	June 5	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 16	June 18	June 20
EMPRESS OF ASIA	June 24	June 27	June 30	July 2	July 12
EMPRESS OF CANADA	July 9	July 12	July 14	July 16	July 25
EMPRESS OF RUSSIA	July 23	July 25	July 27	July 29	Aug. 6
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 13	Aug. 25
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 27	Sept. 5
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 7	Sept. 9	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 18	Sept. 20	Sept. 22	Sept. 30

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG—SERVICE

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May 6	May 8	May 9	May 11
May 20	May 22	May 23	May 25

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Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SIBERIA MARU (omit Honolulu) ... Tuesday, 4th May, at Noon

TAIYO MARU ... Tuesday, 18th May

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BOKUYO MARU ... Saturday, 29th May

BAKUO MARU ... Tuesday, 17th July

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

KITANO MARU ... Saturday, 8th May

HARUNA MARU ... Saturday, 22nd May

KAMO MARU ... Saturday, 5th June

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 19th May, at 11 a.m.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TOKIWA MARU ... Thursday, 6th May

TAKAO MARU ... Thursday, 8th June

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

WAKASA MARU ... Wednesday, 2nd June

BOMBAY via Singapore, Penang & Colombo.

MURORAN MARU ... Monday, 3rd May

AWA MARU ... Tuesday, 11th May

CALCUTTA via Singapore, Penang & Bangkok.

HARATA MARU ... Saturday, 1st May

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 21st May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KATORI MARU ... Monday, 3rd May, at Noon

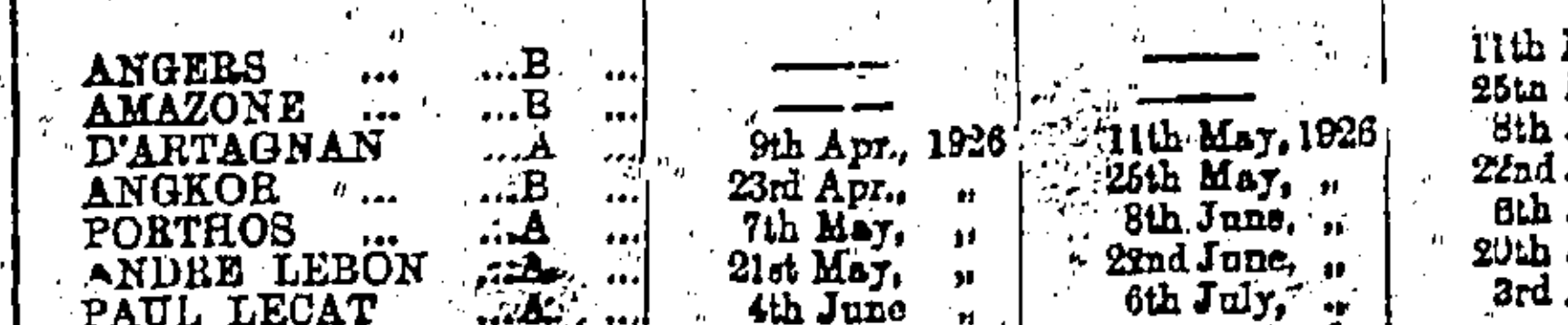
NAGATO MARU ... Thursday, 13th May

BENGAL MARU ... Thursday, 13th May

ATSUTA MARU ... Tuesday, 18th May, at Noon

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AMAZON ... B ... 25th May, "
DARTAGNAN ... A ... 8th June, "
ANGKOR ... B ... 22nd June, "
PORTROS ... A ... 8th July, "
ANDRE LEBON ... A ... 29th July, "
PAUL LEBON ... A ... 3rd Aug., "

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HAIPHONG via HOIHOW	"LEESANG"	Wednesday, 5th May, at 10 a.m.
BAIKOK	"KWAISANG"	Wednesday, 5th May, at Noon.
TIENSIN	"CHIPSANG"	Thursday, 6th May, at 10 a.m.
STRAITS & CALCUTTA	"YUENSANG"	Thursday, 6th May, at 3 p.m.
OSAKA via MOJI & KOBE	"KUMSANG"	Thursday, 13th May, at 7 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Thursday, 13th May, at 10 a.m.
STRAITS & CALCUTTA	"LAISANG"	Thursday, 13th May, at 3 p.m.
SANDAKAN	"MAUSANG"	Saturday, 15th May, at Noon.
STRAITS & CALCUTTA	"KOSANG"	Tuesday, 20th May, at 3 a.m.
KOBE via MOJI	"FOOKSANG"	Sunday, 23rd May, at 7 a.m.
STRAITS & CALCUTTA	"SUISANG"	Wednesday, 26th May, at 3 p.m.

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"GLENARA"	30th "
"GARNARVONSHIRE"	10th June
"GLENSHIEL"	24th "
"PEMBROKESHIRE"	8th July

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Vessel	Discharges	Leaves H'kong
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WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gonit, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness

VETARZO REGULATORS. Safe and Reliable

English Price 3s. (either remedy). The VETARZO REMEDIES CO., General Oak,

N.W.S. London, Eng. Unprincipled Dealers may try to sell you something else or

extra profit—do not accept it. Insist on having VETARZO. The genuine has words

VETARZO REMEDIES on Government Stamp. Sold by LEADING OAK CHE

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES,
NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF SALISBURY" ... Via Suez Canal ... From Hongkong 18th June.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(ANDREW WARR & CO., LTD.)

Sailings from Hongkong
M.V. "FORRESBANK" ... via Suez Canal ... 8th May.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF TOKIO" ... For Marseilles, London & Havre ... From Hongkong, 23rd May.

FARES TO LONDON "A" 1st Class £58. 2nd Class £50.
"B" 1st Class £50. 2nd Class £45.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

S.S. "SURAT" ... From Hongkong 1st May.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Natal, Ladetia Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 8th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD [13]

Tel. Cent. 4791.

PRINCE LINE

IMPROVED SERVICE
BY
FAST MOTOR VESSELS

TO
BOSTON
NEW YORK
PHILADELPHIA

M.V. "MALAYAN PRINCE" ... Leave Hongkong 13th May
M.V. "JAVANESE PRINCE" ... 11th June
M.V. "ASIATIC PRINCE" ... 3rd July

For Freight and Full Particulars, apply to—

FURNESS (FAB EAST), LIMITED.

Telephone: Central 3185.

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Telegrams: Furnprince.

King's Building.

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HOLLAND EAST ASIA LINE
of the United Netherlands
Navigation Company.

Regular Four-weekly Service between
Japan, Vladivostok, China, Hongkong, Manila, Singapore
and
Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and
North Continental Ports

ARRIVALS FROM EUROPE:

S.S. "ALDEBARAN" ... 4th May, 11.20
S.S. "OLDBERK" ... 31st May, "

SAILINGS FOR EUROPE:

S.S. "OLDBERK" ... 15th May, "
S.S. "ALDEBARAN" ... 13th July, "

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN,

Telephone: Central No 1574.

Agents, York Building.

**P. & O. British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"MACEDONIA"	11,089	1st May, Noon	Marseilles and London.
"KASHGAR"	9,006	15th May	Marseilles, London, Antwerp and Hall.
"PERIM"	7,348	20th May	Marseilles, London and Antwerp.
"MALWA"	10,941	25th May	Marseilles, London, Rotterdam & Antwerp.
"MIRZAPUR"	8,715	30th May	Marseilles, London & Antwerp.
"KHYBER"	9,114	12th June	Marseilles and London.
"MANTUA"	10,992	28th June	Marseilles, London and Antwerp.
"KARMALA"	9,128	10th July	Marseilles and London.
"BANPURA"	15,585	24th July	Marseilles, London, and Antwerp.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	21st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Antwerp.
"MALWA"	10,941	18th Sept.	Marseilles, London & Antwerp.
"KASHGAR"	9,006	22nd Oct.	Marseilles and London.
"MOREA"	10,918	18th Oct.	Marseilles, London and Antwerp.
"KHYBER"	9,114	30th Oct.	Marseilles and London.
"MANTUA"	10,992	13th Nov.	Marseilles, London and Antwerp.
"KARMALA"	9,128	27th Nov.	Marseilles and London.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Redifial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SANTHIA"	7,754	3rd May, 1 p.m.	Singapore, Penang and Calcutta.
"TALAMBA"	8,018	6th May	do.
"TALMA"	10,000	19th May	do.
"SHIRALA"	—	27th May	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,800	4th May, 11 a.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,800	1st June	do.
"ARAFURA"	6,000	3rd July	do.

* Omits Sandakan but calls at Kolambagan.

The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawao, Timor, Durban, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via the Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KHYBER"	9,114	2nd May, 6 a.m.	Shanghai, Moji and Kobe.
"SHIRALA"	7,341	4th May	Amoy, Shanghai, Moji, Kobe and Osaka.
"NAGPORE"	5,233	4th May	Shanghai, Moji and Kobe.
"TANDA"	6,858	9th May	Shanghai.
"MALWA"	10,941	14th May	Shanghai, Moji and Kobe.
"MANTUA"	10,992	28th May	do.
"PADU"	5,907	30th May	Shanghai and Kobe.
"KARMALA"	9,089	11th June	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	12th June	Shanghai only.
"KASHGAR"	9,006	25th June	Shanghai, Moji and Kobe.
"BANPURA"	15,585	9th July	Moji, Kobe and Yokohama.
"DELTA"	8,097	9th July	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	22nd July	do.
"KALYAN"	9,144	5th Aug.	do.
"MALWA"	10,941	19th Aug.	do.
"KASHGAR"	9,006	2nd Sept.	do.
"MOREA"	10,918	18th Sept.	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Landries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR
AMOY & FOOCHOW
AND RETURN

(Occupying 9 or 10 Days)
HAINING ... Capt. W. O. Hasmore ... Wednesday, 5th May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAINING" "HAIRONG" and "HAINING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIR & CO.

General Managers.

CHINA NAVIGATION CO., LIMITED.

SHANGHAI & TSINGTAO	"KANCHOW"	On 1st May	4 p.m.
SAIGON	"CHINSHANG"	On 2nd May	6 a.m.
BANGKOK	"KWANGHONG"	On 2nd May	Noon
SAIGON	"KUEIKANG"	On 3rd May	6 a.m.
AMOY & SHANGHAI	"CHENAN"	On 4th May	6 a.m.
AMOY & SINGAPORE	"ANKING"	On 4th May	10 a.m.
BANGKOK	"KAN"	On 5th May	4 p.m.
SHANGHAI	"LINAN"	On 5th May	4 p.m.
SHANGHAI	"SZECHUEN"	On 6th May	10 a.m.
HAIPHONG	"TAMING"	On 8th May	4 p.m.
SHANGHAI & TSINGTAO	"SUNNING"	On 8th May	4 p.m.
ANTUNG & NEWORWANG	"LUCHOW"	On 8th May	4 p.m.
AMOY & SHANGHAI	"SINKIANG"	On 11th May	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 12th April	4 p.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

These New Vessels maintain a Regular Service from

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA, ZAMBOANGA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. Excellent & Most Up-to-date First & Second Class Passenger Accommodation.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	19th May	25th May
CHANGTE	18th June	22nd June
TAIPING	17th July	23rd July
CHANGTE	14th August	20th August

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.

Telephone: Central 38.

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "BOWES CASTLE" ... Sailing on or about 19th May

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (RITIME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "VIMINALE"	From Hongkong
M.V. "ESQUILINO"	Sails 5th May
	Sails 5th June

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "FUME-L"	From Hongkong
M.V. "VIMINALE"	Sails 16th May
M.V. "ESQUILINO"	Sails 31st May
	Sails 30th June

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOST"	Sails from Calcutta, about 14th May via Rangoon and Colombo.
S.S. "UMZUMBI"	Sails from Calcutta about 2nd June via Rangoon and Colombo.
S.S. "UMBINGA"	Sails from Calcutta, about 2nd July via Colombo.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Central 1030.

Agents.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "DIOMED"	Via Suez Canal	7th May
S.S. "ATREUS"	Via Suez Canal	21st May
S.S. "NINGCHOW"	Via Suez Canal	4th June
S.S. "CITY OF SALISBURY"	Via Suez Canal	18th June

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

